RUSS OLSON VOLUME 20

DULUTH-SUPERIOR TRACTION CO.

EQUIPMENT

Description

Duluth-Superior Traction Co. and its predecessor companies’ equipment (horsecars and original electric cars)

Sub-divisions Within This Volume

- Contents of the front pocket
- Contents of the entire binder

CONTENTS OF FRONT POCKET

Street Railway Journal
Directory

Duluth St Ry 11-1896

48.10 miles electric 1.13 miles cable

45, 60# girder and T rail

71 cars (64 motors, 2 cable, 3 trailers) LaClede Northern

See below Include 91, 93, 94

Lakeside Ry. 4-1896

7.5 miles 45# T rail 6 motor cars

Motor Line Improvement Co. 11-1896

5.96 ~~6~~ miles 45# T rail 4 motor cars LaClede (DSR?)

Superior Rapid Transit Ry

25 (26?) miles 3'6" gage 35-50# T rail

35 cars (25 motor, 10 trailers) American, LaClede, St Louis

Minnesota Point St Ry 11-1896

3½ miles 3'6" gage 24# T rail

6 cars, 10 horses

Duluth	
19-87	68
89-90	2
92, 95	2
	72
Sold to Lakeside Ry	(6)
	66

Superior		
Motors	108-109	2
"	110-136	27
		29
Trailers	101-107	7
"	4-6	3
		10

CONTENTS OF THE ENTIRE BINDER

DULUTH STREET RAILWAY

1-18	Horsecars			
19-30	16 ft. Closed Motors	LaClede	Oct 1890	
31-37	16 ft. Closed Motors	LaClede	Mar 1891	
38-43	18 ft. Closed Motors	LaClede	Jul 1891	
44-46	18 ft. Closed Motors	Northern	Jul 1891	
47-62	22 ft. Closed Motors	LaClede	May 1892	
63-66	16 ft. Closed Motors	LaClede	Jan 1892	From a cancelled order. Sold 1899 to Interstate Traction Co. 1-4
67	36 ft. Open Motor	Northern	Apr 1892	TCRT 548. Renumbered 95 after 1894.
68-87	22 ft. Closed Motors	LaClede	Aug 1893	
88	18 ft. Supply Car	DSR	1894	
89-90	16 ft. Closed Motors	Brownell	1890	Acquired from Woodland Company 1894
91-94	24 ft. Open Trailers	Brownell	1891	Acquired from Woodland Company 1894

SUPERIOR RAPID TRANSIT RAILWAY

??	Horsecars		
101-102	16 ft. Closed Motors	Stephenson	May 1890
103-105	16 ft. Closed Motors	Pullman	Feb 1890
106-107	14 ft. Closed Motors	Pullman	Dec 1890
108-109	18 ft.Closed Motors	Pullman	Nov 1891
110-119	18 ft. Closed Motors	Northern	Oct 1891
120-124	18 ft. Closed Motors	St.Louis	Jun 1892
125-130	20 ft. Closed Motors	LaClede	1893
131-136	22 ft. Closed Motors	American	1894
1-3	14 ft. Closed Trailers	Ex Horsecars	
4-6	14 ft. Closed Trailers	Pullman	Dec 1890

PARK POINT TRACTION CO.
Acquired 1917

285-286	40 ft. Closed Motors	St.Louis Car Co.	Jun 1905	PPT 10-11
287-288	41 ft. Closed Motors	Danville Car Co.	Jan 1911	PPT 20-21

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EQUIPMENT

HORSECARS

DULUTH ST. RY.

Acquisitions

No.	1	Closed Horsecar	Purchased used from St.Paul City Ry.	Arrived November 22, 1882.
No's.	2-3	Closed Horsecars	Purchased used from St.Paul City Ry.	Arrived July 1883.
No's.	4-15	Closed Horsecars	Purchased new from John Stephenson Co.	April 14, 1886.
No's.	16-18	Closed Horsecars	Purchased new from ?	May 12, 1888.

Dispositions

No's. 4 and 14 were sold to Minnesota Point St. Ry., bill of sale dated August 16, 1890, for $100 and $400 respectively.

Two unidentified horsecars sold to Minnesota Point St. Ry., bill of sale dated August 1890, for $250 each. 3 AND 8 ?

No. 1 sold to Minnesota Point St. Ry., bill of sale dated December 18, 1891, for $200.

No's. 5,7,10,13 sold to Minnesota Point St. Ry., bill of sale dated May 11, 1892, for $90 each.

The Ford, Bacon & Davis Report of March 3, 1900, listed five Salt Cars (old horsecars).

DOUGLAS COUNTY ST. RY.

The Superior "Sunday Morning Call" of August 14, 1887: "Three handsome new streetcars for the Douglas County Street Railway arrived here Wednesday. They were manufactured by Robinson & Hitt of Waterloo, Iowa, and are finished up in first-class style. They will be put into service Monday." The company ceased operation for the winter in early December 1887 but did not resume operation in the spring of 1888. The same owners renewed the franchise in July 1889 and resumed operation on a revised route in December 1889.

As of February 1, 1890, it was reported that four horsecars were owned. It is unclear if this quantity included the three Robinson & Hitt cars. There is one reference to four cars acquired from Pullman's Palace Car Company in 1889. Based upon the numbering of subsequent electric car orders it appears that three horsecars became trailers for the electric cars and were numbered 1, 2, and 3. All three had 14'0" long bodies, were 21'0" long overall, and 7'4" wide.

The Ford, Bacon & Davis Report of March 3, 1900, listed two 10 ft. Salt Cars (old horsecars). These [redacted] in storage as of 1894. They were not included in the purchase of the system by Duluth St. Ry. June 16, 1900.

DULUTH STREET RAILWAY

Minneapolis Daily Tribune 5-12-1886: The company here [3rd Ave. N. & 2nd St. N.) has facilities for manufacturing cars, but as yet has confined itself to rebuilding and repairing. A number of cars destined for Duluth were in various stages of repair nd several completed appeared quite equal to new ones.

[Apparently some or all of No's. 4-15 were acquired second-hand, probably SPCR Stephenson-built cars.]

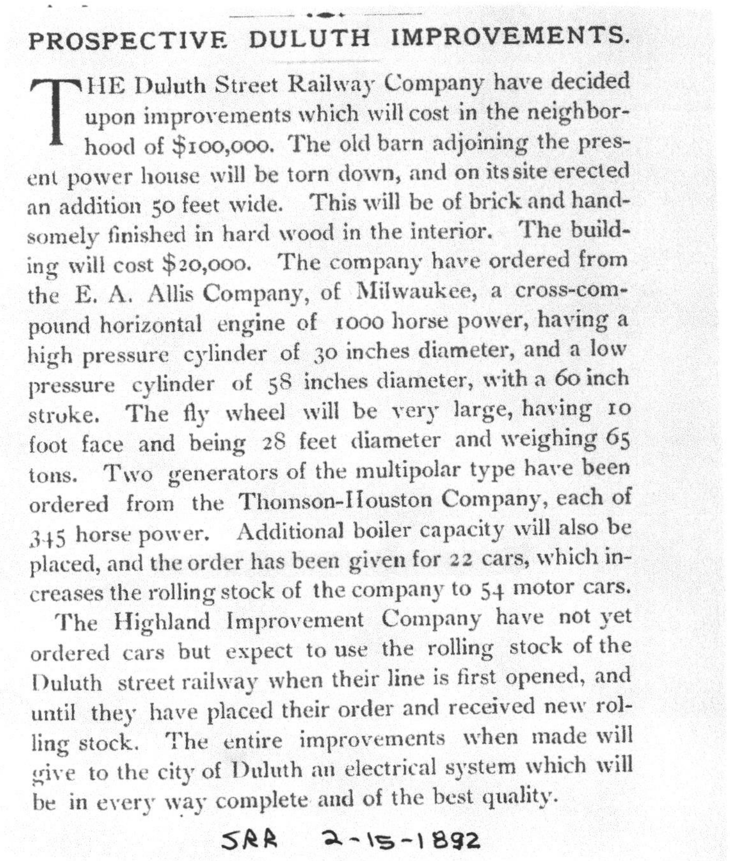
DULUTH STREET RAILWAY EQUIPMENT
Compiled from Street Railway Journal articles

June 1885: DSR will add four new cars this spring.

July 1888: DSR has added 48 mules and purchased 3 new cars.

April 1889: DSR to build 3 miles of track and add 3 cars.

June 1891: Have received four open cars from St. Louis. {Woodland line]



PROSPECTIVE DULUTH IMPROVEMENTS.

THE Duluth Street Railway Company have decided upon improvements which will cost in the neighborhood of $100,000. The old barn adjoining the present power house will be torn down, and on its site erected an addition 50 feet wide. This will be of brick and handsomely finished in hard wood in the interior. The building will cost $20,000. The company have ordered from the E. A. Allis Company, of Milwaukee, a cross-compound horizontal engine of 1000 horse power, having a high pressure cylinder of 30 inches diameter, and a low pressure cylinder of 58 inches diameter, with a 60 inch stroke. The fly wheel will be very large, having 10 foot face and being 28 feet diameter and weighing 65 tons. Two generators of the multipolar type have been ordered from the Thomson-Houston Company, each of 345 horse power. Additional boiler capacity will also be placed, and the order has been given for 22 cars, which increases the rolling stock of the company to 54 motor cars.

The Highland Improvement Company have not yet ordered cars but expect to use the rolling stock of the Duluth street railway when their line is first opened, and until they have placed their order and received new rolling stock. The entire improvements when made will give to the city of Duluth an electrical system which will be in every way complete and of the best quality.

SRR 2-15-1892

EQUIPMENT

EARLY ELECTRIC CARS

DULUTH ST. RY.

12 cars, 19-30, LaClede Car Co., October 1890, single-truck closed motor cars. Length: body 16'0", overall 25'6"; width 7'9". One McGuire A60 Hubbard truck (6'0" wheelbase), two Thompson-Houston F30 motors (15 h.p.), two Thomson-Houston rheostat controllers, weight 12,500 pounds. Longitudinal seats, capacity 20 persons.

7 cars, 31-37, LaClede Car Co., March 1891, single-truck closed motor cars. Length: body 16'0", overall 25'6"; width 7'9". One Bemis truck (7'0" wheelbase), two Thomson-Houston SRG 30 motors (15 h.p.), two Thomson-Houston rheostat controllers, weight unknown. Longitudinal seats, capacity 26 persons.

The February 1891 issue of the Street Railway Journal carried an article on Duluth St. Ry. It reported that the electric equipment consisted of 38 individual Thomson-Houston motors; twenty-eight 15 h.p. motors and ten 20 h.p. motors. Twenty-four motors were installed on 12 McGuire Mfg. Co. Hubbard trucks, placed in operation November 21, 1890. Fourteen motors were to be installed on seven Bemis trucks, for which an order had just been placed.

6 cars, 38-43, LaClede Car Co., July 1891, single-truck closed motor cars. Length: body 18'7", overall 29'3"; width 8'0". One McGuire truck (7'6" wheelbase), two Thomson-Houston SRG 30 motors (15 h.p.), two Thomson-Houston rheostat controllers, weight 15,500 lbs. Longitudinal seats, capacity 26 persons.

Car 42 was rebuilt during October-November 1896 into the Private Car "St.Louis". Interior details included a highly polished quarter-sawed oak floor covered with Oriental rugs, inlaid oak ceiling, polished cherry panel work around the sides, highly polished brass metal work, five incandescant lights in the ceiling fitted with cut glass shades, twenty incandescant lights with ground glass globes on the window ~~posts,~~ posts, six electric heaters, and twelve willow chairs of different designs furnished with silk covered cushions. An icebox and buffet were installed later. The curved vestibule windows were made of heavy French plate glass. The exterior color was nearly the same as the regular yellow of the ordinary cars; there was no exterior decoration except the name "St.Louis" emblazoned on each side panel. Friends of the management and others interested in the company used the car for entertainment and sightseeing around the city. Places visited most frequently were the Billings Park Club House, Northland Country Club, Woodland, and Lester Park (for snowshoeing and skiing parties).

3 cars, 44-46, Northern Car Co., July 1891, single-truck closed motor cars. Length: body 18'7", overall 29'11"; width 7'10". One McGuire truck (7'6" wheelbase), two Thomson-Houston SRG 30 motors (15 h.p.), two Thompson-Houston rheostat controllers, weight 15,500 lbs. Longitudinal seats, capacity 26 persons.

16 cars, 47-62, LaClede Car Co., May-July 1892, single-truck closed motor cars. Order 264? Length: body 22'0", overall 32'9"; width 8'0". One McGuire truck (7'6" wheelbase), two Thomson-Houston SRG 30 motors (15 h.p.), two Thomson-Houston rheostat controllers, weight 18,000 lbs. Longitudinal seats, capacity 30 persons. Some of these cars were for the LAKE & GARFIELD line. Car 51 was converted into a Tower Car during 1892.

4 cars, 63-66, purchased January 1892, is the only mention in DSR records.

Refer to the photocopies of the two payment vouchers to the LaClede Car Co., St.Louis, Missouri, which covered freight charges for cars shipped to Duluth in April and May 1892. Four cars, numbers 100-103 were shipped in April. Four cars, numbers 112,114,118,127 were shipped in May. both vouchers bear the notation "Credit Equipment A/C Superior St. Line". DSR ordered cars in January 1892. These eight cars may have been available from canceled orders of other companies and were shipped to Duluth as is. The twelve newly-built cars were not received until July 1892. Speculation: 12 new cars numbered 47-58; four identical cars (112,114,118,127) repainted and numbered 59-62; four different and older cars (16'6" bodies) (100-103) repainted and renumbered 63-66. The book "100 Years of Capital Traction" by LeRoy O. King Jr. contains a photograph on page 46 of Brightwood Railway car number 10, appended, which is identical in every respect to Interstate Traction Co. (Park Point) cars 1-4. The Brightwood Railway roster [redacted] unfortunately has no information on this car number 10. Speculation: DSR 63-66 sold May 1899 to ITC 1-4. As the Park Point line was a summer only operation at this time the lack of vestibules would not be a problem.

1 car, 67 Northern Car Co., April 1892, double-truck, 12-bench open motor car. Length: 35'6", overall 36'10"; width 7'10½". Two Bemis trucks (5'4" wheelbase), two (sic) Thomson-Houston SRG 30 motors (15 h.p.), two Thomson-Houston rheostat controllers (sic), weight unknown. One car 67 purchased in January 1892 is the only mention in DSR records. Thomas Lowry was involved in the Highland Improvement Co. and felt that a large open passenger motor car would stimulate ridership during the summer months. On June 28, 1892, this car arrived in Duluth. This car was probably Twin City Rapid Transit Co. 548, one car of an order just received by TCRT and apparently diverted to HIC by Lowry. This was the first and only car of its type in either Duluth or Superior. The car was acquired by DSR in July 1894 with the purchase of the Highland Ave. line from HIC. It was listed as number 67 in the bill of sale dated June 12, 1894, but was always listed in DSR records as number 95.

20 cars, 68-87, LaClede Car Co., August 1893, single-truck closed motor cars. Placed in service during October 1893. Length: body 22'0", overall 32'9"; width 8'4". McGuire Columbian truck (7'6" wheelbase) and two Westinghouse #3 motors (25 h.p.): 69,73,76,78,79. McGuire Columbian truck (7'6" wheelbase) and two Thomson-Houston SRG 30 motors (15 h.p.): 70,72,80-87. Baltimore truck (7'6" wheelbase) and two Westinghouse #3 motors (25 h.p.): 68,71,74,75,77. All originally had two rheostat controllers, weight 18,000 lbs. Longitudinal seats, capacity 30 persons. By March 1900 all were single-end operated; the cars with Westinghouse motors had one Westinghouse S.P. controller and those with Thomson-Houston motors had one G.E. K-2 controller.

1 car, 1/88 Duluth St. Ry. 1895 (sic), single-truck Supply Car. Length: body 18'0", overall 21'1 3'4"; width 6'9". One McGuire Columbian truck (7'6" wheelbase), two Thomson-Houston F30 DRG motors and two Thomson-Houston rheostat controllers. The Thomson-Houston SRG 30 motors from destroyed car 31 were installed sometime between March 1900 and May 1, 1910. The building date is probably incorrect in that numbers 89-95 had been assigned by July 1894. The Ford, Bacon & Davis Report of March 3, 1900, listed this car as a Supply and Wrecking Car. In later years it was also used as a Sand Car during the fall seasons on the hill lines in Duluth, sanding rail made slippery by falling leaves.

2 cars, 89-90 Brownell Car Co. 1890, single-truck closed passenger motor cars. Length: body 16'0", overall 24'0"; width 7'6". One Brownell truck (7'0" wheelbase), two motors, and two rheostat controllers. Longitudinal seats. These cars were ordered in July 1890 by the Motor Line Improvement Company for its "Woodland" line; the cars arrived November 11, 1890. Named WOODLAND and DULUTH and painted a dark red color. DSR used the cars on its own lines from the time of their arrival until MLIC was ready to use them; the "Woodland" line began operation April 28, 1891. DSR ran up over 5,000 miles per month on these cars at the lease rate of $.026 per mile. The two cars were assigned numbers 89-90 in the DSR series prior to July 1894. The Ford, Bacon & Davis

Report of March 1900 indicated the cars had open platforms; equipment consisted of one Bemis truck (6'0" wheelbase), two Thomson-Houston SRG 30 motors (15 h.p.) and Thomson-Houston rheostat control.

4 cars, 91-94 Brownell Car Co. 1891, single-truck, 9-bench open passenger trailers. Length 24'0", overall 25'0"; width 7'6". One Brownell (7'0" wheelbase)truck. The Motor Line Improvement Co. purchased these cars at a cost of $800 each for the "Woodland" line; they arrived April 6, 1891, numbered 1-4. They were assigned numbers 91-94 in the DSR series prior to July 1894. A newspaper article dated June 1,1893, reported that open trailer 92 was being motorized for use on the "Garfield Ave." line as the trailers had been little used owing to the heavy grades. The DSR roster states that the truck, motors and controllers salvaged from car 30, which ran off the end of the "Lake Ave." line into the ship canal September 17, 1893, were used to motorize 92. The Ford, Bacon & Davis March 1900 Report listed this car with one McGuire A60 truck, two Thomson-Houston F30 DRG motors and Thomson-Houston rheostat control.

1 car, 95 See car 67.

5 cars, Drag Plows according to the Ford, Bacon & Davis March 1900 Report which also indicated they were not in use.

As related in the Corporate History section DSR sold the Lakeside Railway six cars December 1, 1892; they were cars 30,39,40,44-46. On August 28, 1900, DSR acquired the Lakeside Railway. The bill of sale dated September 1, 1900, included these six cars.

Subsequent Modifications

Cars 19-66 as received from the builder had open front and rear platforms. 68-87 had the front and rear dashes fitted with windows but there were no vestibule doors. The Minnesota legislature passed a law requiring enclosed platforms for the motormen in early 1893 but the law was appealed to the Minnesota supreme court. During March 1893 DSR decided to build vestibules on most of its cars, and the first rebuilt car was reported ready for its trial run July 15, 1893. The supreme court upheld the legislature and established a deadline of November 1,1895, for all cars operated during the winter months to be equipped with vestibules. DSR shops were hard-pressed to rebuild all of the cars selected and cars were being vestibuled as late as November 1896. Cars 63-66 and 89-90 were never vestibuled. Of the other closed cars by 1900 all but eight cars had been vestibuled; these eight were of the 47-62 series cars. Between August 13, 1900, and December 31, 1901, these remaining eight cars were rebuilt with vestibules as increased traffic required additional cars. Walter J. Smith was DSR's master mechanic at this time. The Duluth newspaper reported that DSR's shops and storeroom were an example of perfection; absolute order and cleanliness prevailed.

DSR decided to convert some of its cars to single-end operation for use on the "West Duluth & Lake Ave." line. The first rebuilt car emerged from the shops June 20, 1899. In all 22 cars were converted to single-end operation from 1899 through 1905: 39,40,43-46,54,69-73,78-87.

During 1899-1901 and 1904-1907 the rheostat controllers on certain cars were replaced with K-2 series-parallel controllers. These cars were: 29,38-62,68-87 and Supply Car 1/88.

EQUIPMENT

EARLY ELECTRIC CARS

SUPERIOR RAPID TRANSIT RY.
DOUGLAS COUNTY ST. RY.

During May-July and October 1890 DCSR purchased from the Northwest Thompson-Houston Company six car trucks (manufacturer not specified)(6'0" wheelbase), sixteen Thomson-Houston F20 motors (10 h.p.) and Thomson- Houston rheostat controllers for cars 101-107.

2 cars, 101-102, John Stephenson Co., May-June 1890, single-truck, closed passenger motor cars. Length: body 16'0", overall 23'0"; width 7'11". FB&D Co. 3-3-1900 Report: one McGuire Columbian truck (7'0" wheelbase)(4'8½" gauge), two Thomson-Houston W.P. 30 motors (15 h.p.), Thomson-Houston rheostatic control; not in service.

2 cars, 103-104, Pullman's Palace Car Co. order #649, plan #428E, dated 2-18-1890; shipped 4-22-1890, single-truck, closed passenger motor cars. Length: body 16'0", overall 23'6"; width 7'11". FB&D Co. 3-3-1900 Report: one McGuire Columbian truck (7'0" wheelbase) (4'8½" gauge), no motors or control; not in service.

1 car, 105 Pullman's Palace Car Co. order #665, plan #428E, dated 3-22-1890, shipped 7-5-1890, single-truck closed passenger motor car. Exterior colors were green and white. Length: body 16'0", overall 23'6"; width 7'11". This car was not listed in the FB&D Co. 3-3-1900 Report.

Pullman's Palace Car Co. order #609 was originally for seven closed passenger motor cars, all plan #332G. Apparently this order had been placed by another company and later cancelled. DCSR purchased 12-1-1890 four cars from this order: 4,5,106,107 which were shipped 12-10-1890.

2 cars, 4 and 5, single-truck closed passenger trailers. DSR measurements length: body 14'0", overall 21'0"; width 7'4". One Pullman truck.

2 cars, 106-107, single-truck closed passenger motor cars. DSR measurements were different for each car. 106 length: body 16'0", overall 24'0"; width 7'11".
107 length: body 14'0", overall 21'0"; width 7'6".
Cars 106-107 are not listed in the FB&D Co. 3-3-1900 Report.

I would assume that all four cars should have the same measurements; 106's are probably in error.

1 car, 6, Pullman's Palace Car Co. order #610 dated 7-16-1889, plan #332G, was originally for two closed cable grip cars wired for electric operation, placed by the Union Electric Railway Co., Sterling, Illinois, and subseuqently cancelled. DSCR's one car was shipped 12-10-1890 along with 4,5,106,107. Single-truck, closed passenger trailer. Length: body 14'0", overall 21'0"; width 7'4". One Pullman truck.

Apparently by late 1893 the motors and rheostatic controls had been removed from 101-107 for use as Trailers in addition to the three existing trailers 4-6. By 1894 all ten Trailers were in storage.

2 cars, 108-109 Pullman's Palace Car Co. order #699, plan #563A, dated 11-7-1891, shipped 12-3-1891, single-truck, closed passenger motor cars. Exterior colors were emerald green and white. Mechanical and electrical equipment unknown. DSR measurements length: body 18'0", overall 26'0"; width 7'6". SRTR measurements length: body 18'3", overall 25'7"; width 7'6". In service as of 1894, by early 1900 the motors and rheostatic control had been removed. DSR records list the trucks as having a 6'0" wheelbase. The cars were not listed in the FB&D Co. 3-3-1900 Report.

10 cars, 110-119, Northern Car Company, October-December 1891, single-truck, closed passenger motor cars. Length: body 18'9" body, overall 26'9½"; width 7'3½". (DSR length: 18'7" body, overall 27'7"; width 7'7".) One McGuire 19A Columbian truck (7'0" wheelbase) (4'8½" gauge as of 3-3-1900), two Thomson-Houston W.P. 30 motors (15 h.p.), rheostat controllers, weight 15,500 lbs. Longitudinal seats.

5 cars, 120-124, St.Louis Car Co., June 1892, single-truck, closed passenger motor cars. Length: body 18'8½", overall 26'3", width 7'7". (DSR length: body 18'7", overall 27'7"; width 7'7".) One McGuire 19A Columbian truck (7'0" wheelbase) (3'6" gauge as of 3-3-1900), two Thomson-Houston W.P. 30 motors (15 h.p.), rheostat controllers, weight 15,500 lbs. Longitudinal seats.

6 cars, 125-130, LaClede Car Co., 1893, single-truck, closed passenger motor cars. Order # 288 1892
Length: body 20'11½", overall 29'3"; width 7'6". (DSR length: body 20'0", overall 30'9", except 127,129 29'9"; width 7'11½".) One McGuire 19F truck (7'6" wheelbase)(3'6" gauge as of 3-3-1900), two Thompson-Houston W.P. 30 motors (15 h.p.), rheostat controllers, weight 15,500 lbs. Longitudinal seats.

6 cars, 131-136, American Car Co., 1894, single-truck, closed passenger motor cars. Order # 51 1893
Length: body 22'2", overall 33'2"; width 7'11". (DSR length: body 22'0", overall 33'4"; width 7'11".) One McGuire 19F truck (7'6" wheelbase)(4'8½" gauge as of 3-3-1900), two Thomson-Houston W.P. 30 motors (15 h.p.), rheostat controllers, weight 18,000 lbs. Longitudinal seats.

2 cars, 1-2, Thomson-Houston Co., 1890, double-end Snow Sweepers.
Length 27'6". Two Thomson-Houston W.P. 50 motors (25 h.p.) on the pedestal truck, two Thomson-Houston W.P. 50 motors, one for each broom, two rheostat controllers.

1 car, 3, Thomson-Houston Co., January 1891, single-end, "standard" Snow Sweeper.
Length 28'0". Two Thomson-Houston W.P. 50 motors (25 h.p.) on the pedestal truck, one Thomson-Houston W.P. 30 motor (15 h.p.) for the broom, one rheostat controller.
[redacted]

During October 1895 one car of Trailers 4, 5 or 6 was converted into a Private Car. The seats were removed, carpeting and chairs installed. The car was motorized, apparently with only one traction motor, and rheostat controller. DSR records list the same dimensions and one Pullman truck (6'0" wheelbase). By early 1900 the motor and rheostat controller had been removed.

Cars 131-136 were received from the builder with vestibuled platforms. The first of the older cars to be rebuilt with vestibules was placed in service October 29, 1895. Additional cars were being rebuilt with vestibules as of November 1896. According to the Ford, Bacon & Davis 3-3-1900 Report cars 110-136 were all vestibuled. The Private Car was also vestibuled. I'm not certain that all of cars 110-119 were vestibuled. At least one of the cars DSR sold 5-31-1906 to Interstate Traction Co. (110,117) which was converted to their Tower Car 13 had never been vestibuled.

On July 26, 1899, the local newspaper reported that the cars were being repainted, using the same color scheme as before: yellow and green body, with red truck frames.

The Ford, Bacon & Davis 3-3-1900 Report also included the following cars.
Two 14 ft. passenger Trailers, not in service. These would be two cars from numbers 4, 5, or 6.
Two Salt Cars, old horsecars. Length: body 10'0", overall 16'0"
Two push-type Snow Plows.

Superior Rapid Transit Railway Cars
acquired by Duluth St. Ry. 1900

When DSR took over the property they included 38 passenger cars (Private Car, 101-136, and one 14 ft. Trailer) and two service cars (Snow Sweepers 1-2) in their roster of equipment. Those cars not included (one 14 ft. passenger Trailer, Snow Sweeper 3, two Salt Cars, two push-type Snow Plows) were apparently disposed of between the 3-3-1900 FB&D Report Date and the 6-16-1900 acquisition date. Passenger cars 101-136 retained their existing numbers as they fitted into the DSR numbering system. The Private Car was assigned number 100. The remaining 14 ft. passenger Trailer was assigned number 99. Snow Sweepers 1 and 2 were assigned numbers 137 and 138.

During 1901-1903 all 27 cars then in service (110-136) had the rheostat controllers replaced with K-2 series-parallel controllers. Each received one controller with the exception of 118,124,130-136 which received two controllers. All of them were probably upgraded and repainted DSR colors in a car improvement program begun in 1901. The 11 cars with 3'6" gauge trucks, 120-130, were changed to 4'8½" gauge and rebuilt during 1903.

It is not known if the trucks of cars 99,100,105-109 were changed from 3'6" gauge to 4'8½" gauge. Cars 99-109 were reported moved during 1901 to the Endion carhouse in Duluth for storage. It was reported that eight of the eleven cars were still in storage as of June 30, 1911, but in reconciling the DSR listing of single-truck passenger cars owned as of May 1, 1910, none of these cars were included (the dispositions of all except 102 were recorded without dates).

Snow Sweepers 1 and 2 were renumbered 137 and 138 by DSR.
Dispostion: Destroyed. No date.

Old notes:
One Snow Sweeper ordered November 7, 1890. Built by Northwest Thomson-Houston Company; delivered January 1891.
(Appears that two Sweepers must have been ordered.)
One Improved Snow Sweeper and Plow purchased from Brooklyn Railway Supply Co. March 1891 for $950.
Disposition?

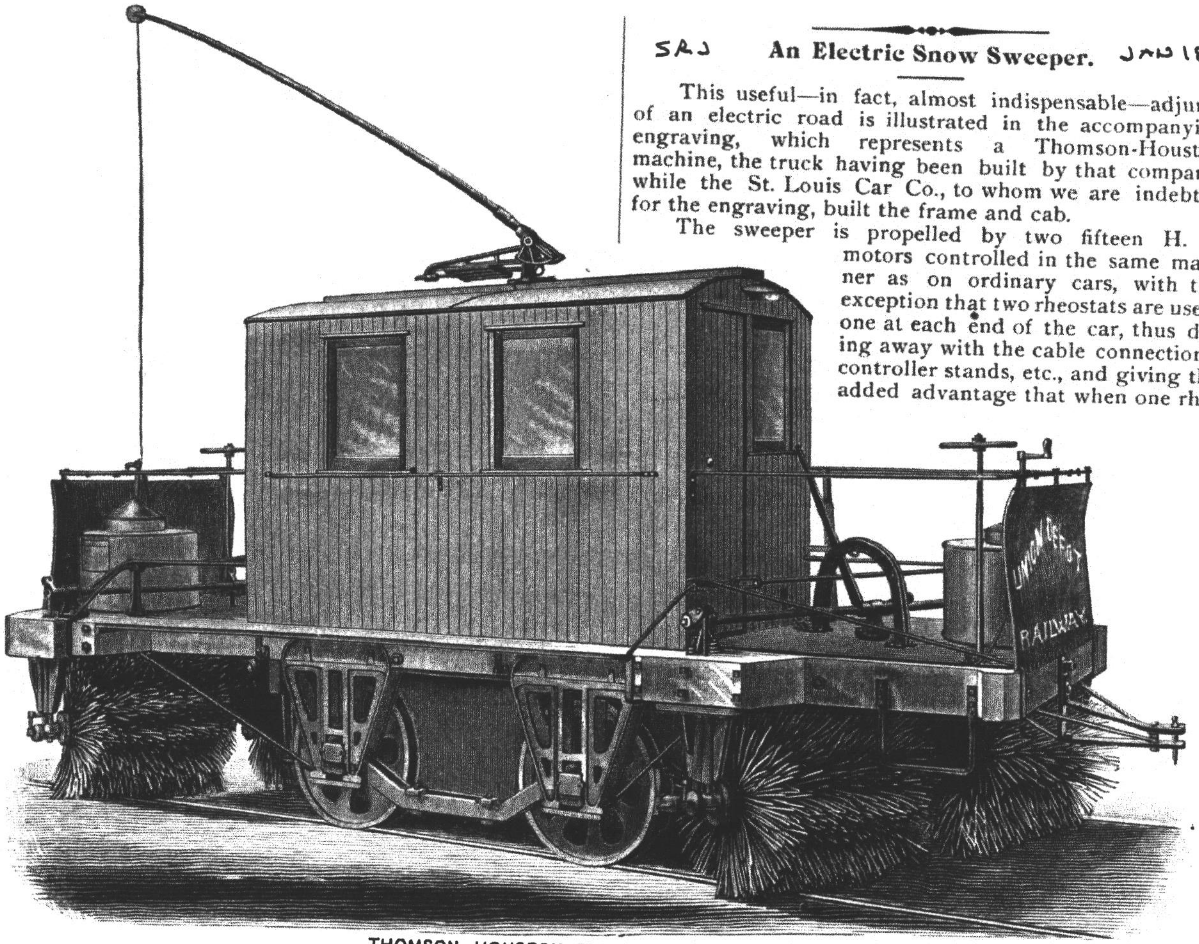
SAJ

An Electric Snow Sweeper.

JAN 1891

This useful—in fact, almost indispensable—adjunct of an electric road is illustrated in the accompanying engraving, which represents a Thomson-Houston machine, the truck having been built by that company, while the St. Louis Car Co., to whom we are indebted for the engraving, built the frame and cab.

The sweeper is propelled by two fifteen H. P. motors controlled in the same manner as on ordinary cars, with the exception that two rheostats are used, one at each end of the car, thus doing away with the cable connections, controller stands, etc., and giving the added advantage that when one rheostat becomes heated, as under the working conditions of the snow sweeper it is quite likely to do, the other one may be used, thus giving the first a chance to get cool. The brushes are driven independently by a single ten H. P. motor controlled in the ordinary way with one rheostat, and all controlling apparatus for this motor is within the cab. The car is lighted in the same way as the ordinary cars with a three-light cluster in the cab and a single light at each end outside.



THOMSON-HOUSTON ELECTRIC SNOW SWEEPER.

The sweeper can be used either end foremost, the forward brush doing the work and the rear brush being thrown out of gear, and as the brushes are driven independently from the truck, it will be seen that it adapts itself to either heavy or light snow, as in the case of a heavy snow the truck can remain practically stationary while the broom is revolving at its normal rate.

, Relative to Rolling Stock, I obtained from Mr. Ingersol a list of all cars operated in Superior in 1894, and also the old horse cars stored at that time, which were superseded at the time of Electrification by cars equipped with W P 30 or W P 50 Motors.

I give you below, a copy of this data as taken from an old notebook of Mr. Ingersol's,--

CARS ELECTRICALLY OPERATED IN 1894:

Northern Car Co. (Mpls.)

MAKE:	CAR NO.:	LENGTH: BODY:	LENGTH: OVERALL:	WIDTH:	DRAW BAR:	BUMPER	NO. CARS:
Pullman	108 & 109	18'3"	25' 7"			6"	2
Minneapolis Car Co.	110 to 119, inc.	18'9"	28' 9½"	7' 3½"	8"	4"	10
St. Louis Car Co.	120 to 124, inc.	18'8½"	26' 3"		11½"	4"	5
LaClede Car Co.	125 to 130, inc.	20'11½"	29' 3"	7' 6"	12"	5½"	6
American Car Co.	131 to 136, inc.	22'2"	33' 2"	7' 6"			6
TOTAL PASSENGER CARS							29
SERVICE CARS							
General Electric Sweeper			28' 0" (Heavy Type)				1
Snow Plows	192 1&2		27' 6"				2
TOTAL SERVICE CARS							3
TOTAL PASSENGER & SERVICECARS IN OPERATION							32

HORSE CARS STORED IN 1894:

Make:	Car No:	Overall Length:	No. of Cars:
Pullman	#4 - #5 & #6	21' 0"	3
Stevenson	#101 & #102	23' 0"	2
Pullman	#103 - #104 - #105	23' 6"	3
Pullman	#106 - #107	21' 0"	2
Salt Cars		16' 0"	2
TOTAL HORSE CARS STORED IN 1894:			12

Mr. Ingersol says that about 1896 they took one of the cars listed above and removed the seats and installed chains and carpet and a motor, and thereafter operated this car as a Private Car 100 on the Electric Lines.

I told Mr. Ingersol we would attempt to interview Mr. Henry S. Butler, in Superior, and he then requested that should we do so, he would like to have us advise him of such data as Mr. Butler could supply, which I agreed we would be happy to do in view of his courtesy in supplying the information I have noted above.

CHAS. R. SHEPLEY.

FEEDER CONSTRUCTION.

Size of Conductor	Age (yrs)	Positive Miles
#0000	7 to 11	3½
#000	"	3 1/4
#00	"	2
#00000000	2	(400 ft. Su
	TOTAL.	8 3/4

Builder	Quantity	Delivery Date	Length	Age	Car Numbers
LaClede	12	1890	16'	10	19-30
"	7	1891	16'	9	31-37
"	6	1891	18'	9	38-43
Northern	3	1891	18'	9	44-46
LaClede	16	1892	22'	8	47-62
"	20	1893	22'	7	68-87
	64				

This copy is a page from the Ford, Bacon & Davis, Engineers report/audit of the DSR and the SRTR, dated March 3, 1900, a prelude to the merger of several Twin Ports properties later that year.

CAR EQUIPMENT - DULUTH.

CAR BODIES.

19-29 = 11
31-33 = 3
35-37 = 3
17

Design	Size	Make	Age (yrs)	Number
Long Seat Vestibuled Closed 19-37	16'	La Clede 1890	12	17 (1 Lakeside) 30
" " " " 44-46	18'	Northern 1891	11	3 (3 " 44) 45-46
" " " " 38-43	18'	La Clede 1891	11	6 (2 ") 39-40
" " " " 47-62	22'	" " 1892	10	8
" " " " 68-87	22'	" " 1893	6½	20
" " Open Platform "	22'	" " 1892	8	8 note: from 47-62 series
" " " " " 89-90	16'	(not used) 1890	8	2 (2 Woodland)
		Total Closed Cars		64
Cross Seat Open 95	36'			1
" " " (3 Trailers) 91-94	22'			4
		Total Open Cars		5
		GRAND TOTAL CARS		69

30 and 34 Destroyed (30 & 34 Salvaged)

MISCELLANEOUS EQUIPMENT.

1 Double Truck Heavy Snow Plow 139
5 Drag Plows (not used)
5 Salt Cars (old horse cars)
1 - 18 ft. Supply & Wrecking Car 88

TRUCK EQUIPMENTS.

			age	Number	
Single 19-37	6' W.B.	McGuire A 60	12	12	19-29, 92 from 30
"	7½' "	"	8	25	38-62
"	" "	" Columbian	6½	16	69-70, 72-73, 76, 78-87, 88
"	6' "	Bemis	11	2	89-90
"	7' "	"	12	6	31-33, 35-37,
"	7½' "	Baltimore	6½	5	68, 71, 74, 75, 77
Double (On Plow) 139	6' "	Brill 27A1	1½	1	139
95	5'4" "	Bemis	8	1	95
	TOTAL.			68	

① 68-69, 71, 73-79
② 70, 72, 80-87
③ 19-29, 88, 92 (from 30)
④ 31-33, 35-62, 89-90, 95

MOTOR EQUIPMENTS. Duluth

Design	Size	Make	Age (yrs)	Number
Double Motor Rheostat Control	30 H.P.	T-H F.30 D.R.G.	10	13 ③
" " " "	30 "	" S.R.G. 30	8	34 ④
" " West. S.P. "Single	50 "	Westinghouse #3	6½	10 ①
" " G.E. K-2 " "	30	T-H S.R.G. 30	6½	10 ②
Four " " K-12 "Double	140 "	Westinghouse #49	1½	1 139
TOTAL.				68

This copy is a page from the Ford, Bacon & Davis, Engineers report/audit of the DSR and the SRTR, dated March 3, 1900, a prelude to the merger of several Twin Ports properties later that year.

CAR EQUIPMENT - SUPERIOR

CAR BODIES.

Design	Size	Make	Age (yrs)	Number
Long Seat Vestibuled Closed	22'	American	6	6 131-136
" " " "	20'	La Clede	7	6 ~~5~~ 125-130
" " " "	18'	St. Louis	7	5 ~~6~~ 120-124
" " " "	18'	Northern	8	10 110-119
" " Open Platform "	18'	Stephenson	11	2 (not used) 101, 102
" " " "	16'	Pullman	11	2 (") 103 104
Total Closed Cars				31 ?105-109?

MISCELLANEOUS EQUIPMENT.

2 G.E. Double End Sweepers
1 Standard "
2 Push Plows
2-10 ft. Salt Cars (old horse cars)
2-14 ft. Trailers (not used) two of A-6

110-124 McGuire 19A 7-0
125-136 McGuire 19F 7-6

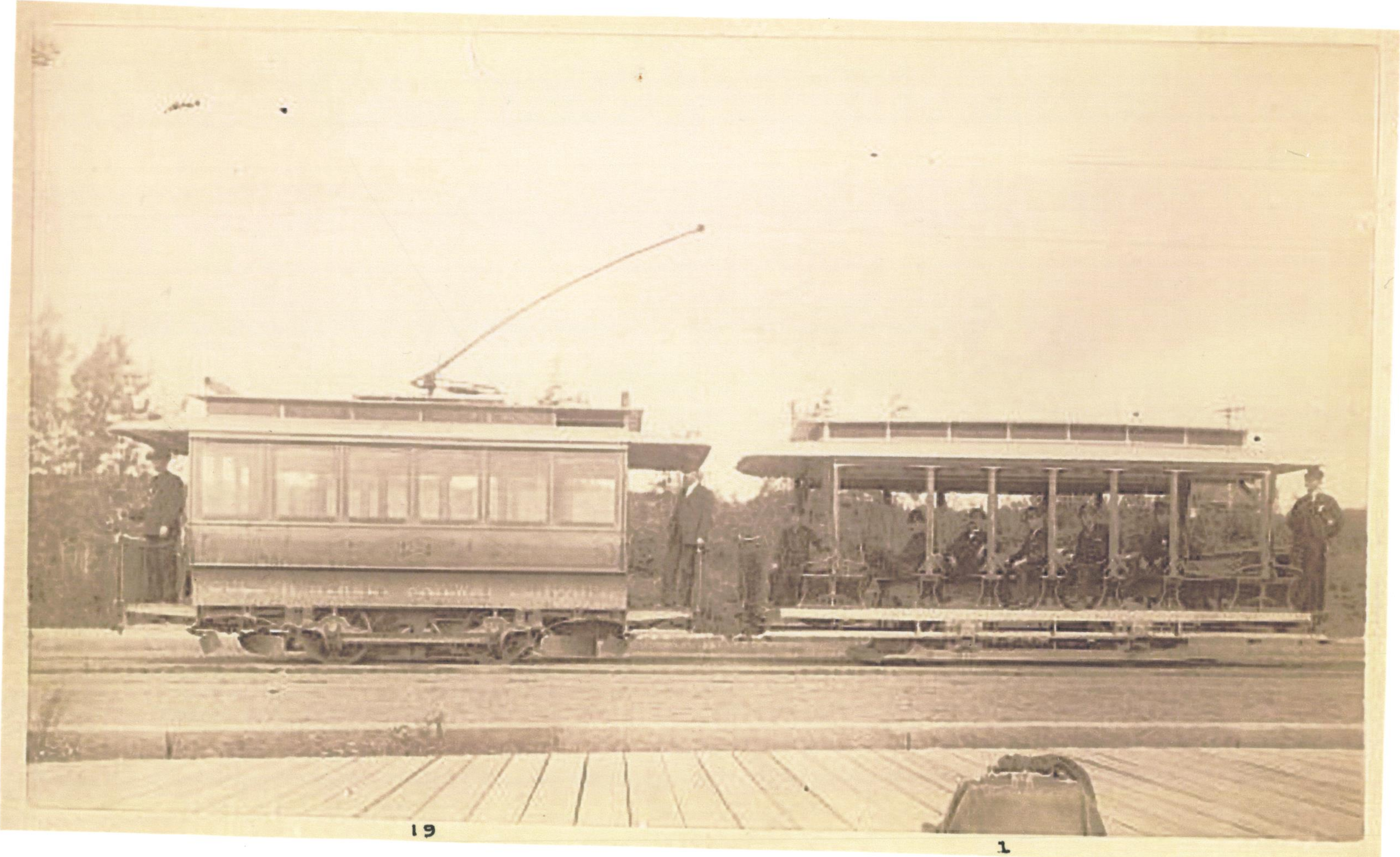
TRUCK EQUIPMENTS.				
Single 3' 6" Gauge	7½' W.B.	McGuire Columbian	7	11 120-130
" 4' 8½" "	----	"	7 to 11	20 {101-104 4 110-119 10 131-136 6}
TOTAL				31

MOTOR EQUIPMENTS.

101-102
110-136

Design	Size	Make	Age (yrs)	Number
Double Motor Rheostat Control	30	T-H W.P.30	6 to 11	29
" " " "	50	" " 50	8	3
4 W.P. 50 & 1 W.P. 30 Motors used for Sweeper Brooms				(Sweepers)
TOTAL.				32

POLY-VU
AVERY™



19

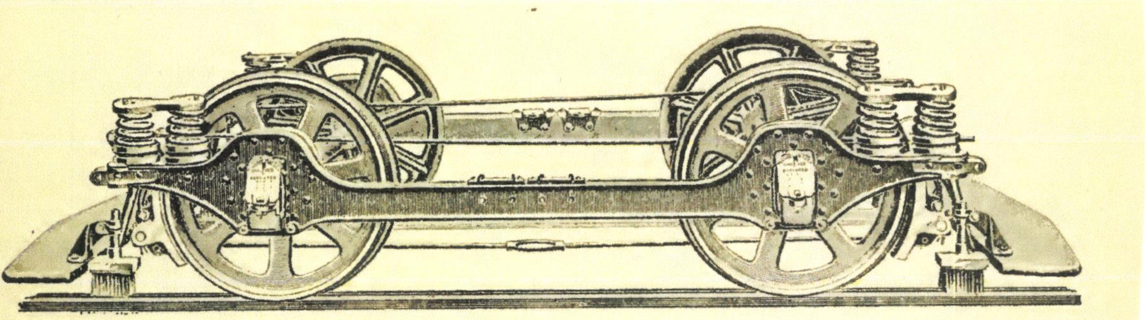
1

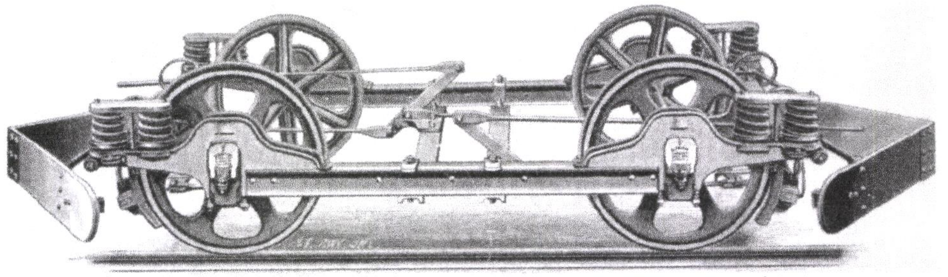
JUNE 1891

Street Railway Review

McGuire New Electric Motor Truck.

THE large number of McGuire trucks which have found their way to every part of the country, literally from ocean to ocean, testifies to their excellent qualities. But not satisfied with previous efforts, this company has worked out and improved in every possible way their standard make, and now offer what they confidently claim to be a complete and perfect truck for electric motors. The illustration is the best description a practical railway man can have, but it may be added that the frame is made from solid pressed steel. Each side and ends of the truck frame is composed of a single piece of pressed steel, with a two inch flange top and bottom, and firmly rivited in the strongest possible manner. It is peculiar, in that its construction is complete without a single bolt in the whole truck, and it is claimed is the only truck of which this can be said. Nor is there a joint between the points of support for the car. Although so firm and staunch it is also elastic in every direction, and so proportioned that the strains in service are equally distributed upon every part of it. This produces not only an easy riding but noiseless truck, and all produced without complication, for it is simplicity itself, and with splendid wearing qualities. Attention is also called to their patent safety wheel brake, which is two brakes in one. The journal boxes are water tight and the springs are easy on both truck and load. With this truck the motor is carried on the wheels, and the car box resting on double sets of springs as it does, is no more affected by the weight of the motor than if it was not there. Taken altogether it is a truck which will interest every reader, and is well worth a careful investigation.

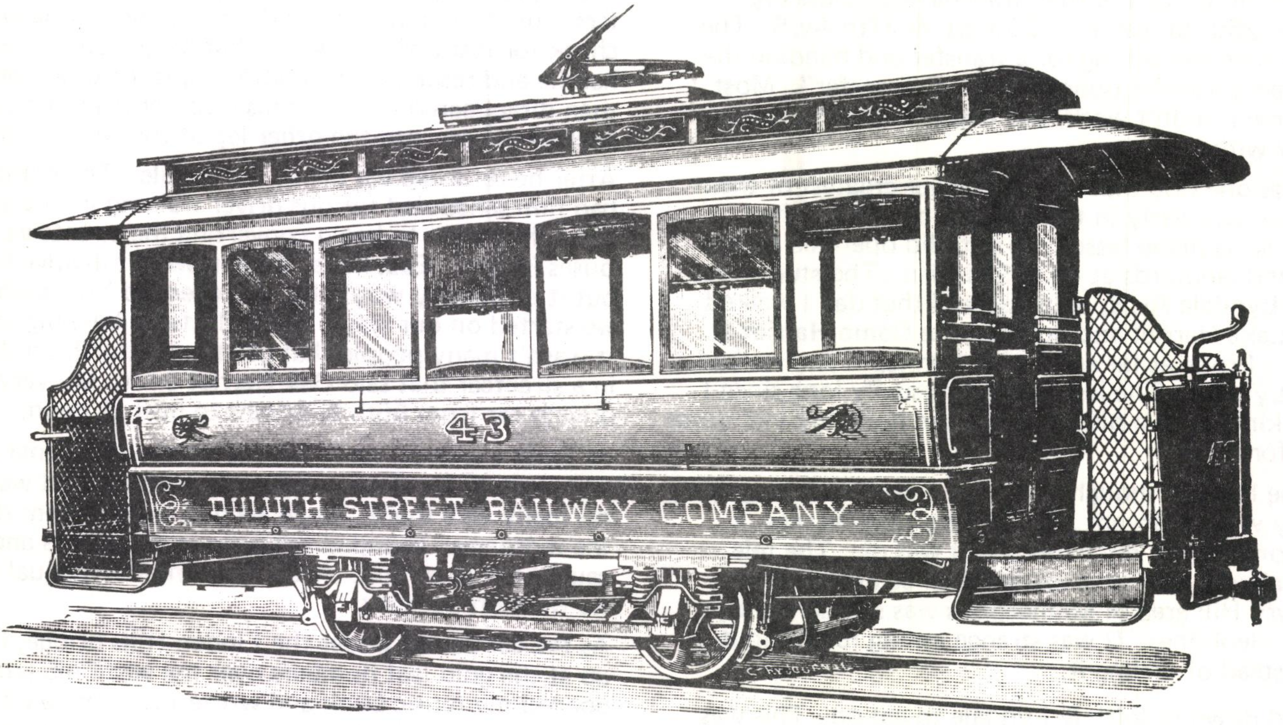




SRJ MAY 1890 McGUIRE MANUFACTURING COMPANY'S ELECTRIC TRUCK. 19A

THE
Laclede Car Co.,

ST. LOUIS, MO.


43
DULUTH STREET RAILWAY COMPANY.

BUILDERS OF

STREET RAILWAY CARS

OF EVERY DESCRIPTION.

ELECTRIC CARS, MOTOR CARS, HORSE CARS

AND SPECIAL TRUCKS.

Orders Quickly and Carefully Filled. Correspondence Solicited.

k No. 1. ½M. 6 1-91.

249

o. 422 Duluth, Minn., 22nd April 1892

Laclede Car Co

45 00

St. Louis, Mo:

To DULUTH STREET RAILWAY COMPANY, Dr.

For freight charges paid on eight street cars and equipments 326 40
Cars No. 100 101 102 103 326 40
Way Bill No. 6585 6586 6587 6588
it Equipment a/c Superior St. Line

Paid by Alfred Vehro 2749

MAY 19 1892

Blank No. 1 A. ½M. 6-1-91.

No. Laclede

M

Duluth, Minn., 189

To DULUTH STREET RAILWAY COMPANY, Dr.

For Freight Charges paid on 8 Street Cars etc. fm
St. Louis to Duluth On Cars Nos.112-114-118-127.
W. B. Nos. 9277-9278-9279-9250-
Credit Equipment a/c Superior St. Line. $326.40

Paid by Alf Vehrot 2749

MAY 19 1892

140

april 1892

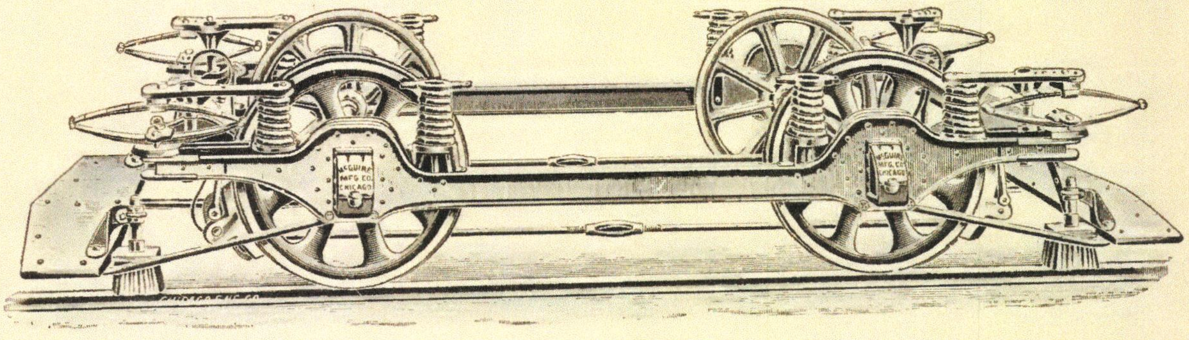
~~Street Railway Review~~

THE McGUIRE ELLIPTICAL SPRING TRUCK.

THAT extremely successful manufacturer of trucks, the McGuire Manufacturing Company, announce as their very latest, an elliptical spring, in addition to the spiral springs hitherto employed by them. The arrangement is best described by the illustration presented below, and President McGuire is highly pleased with its reception.

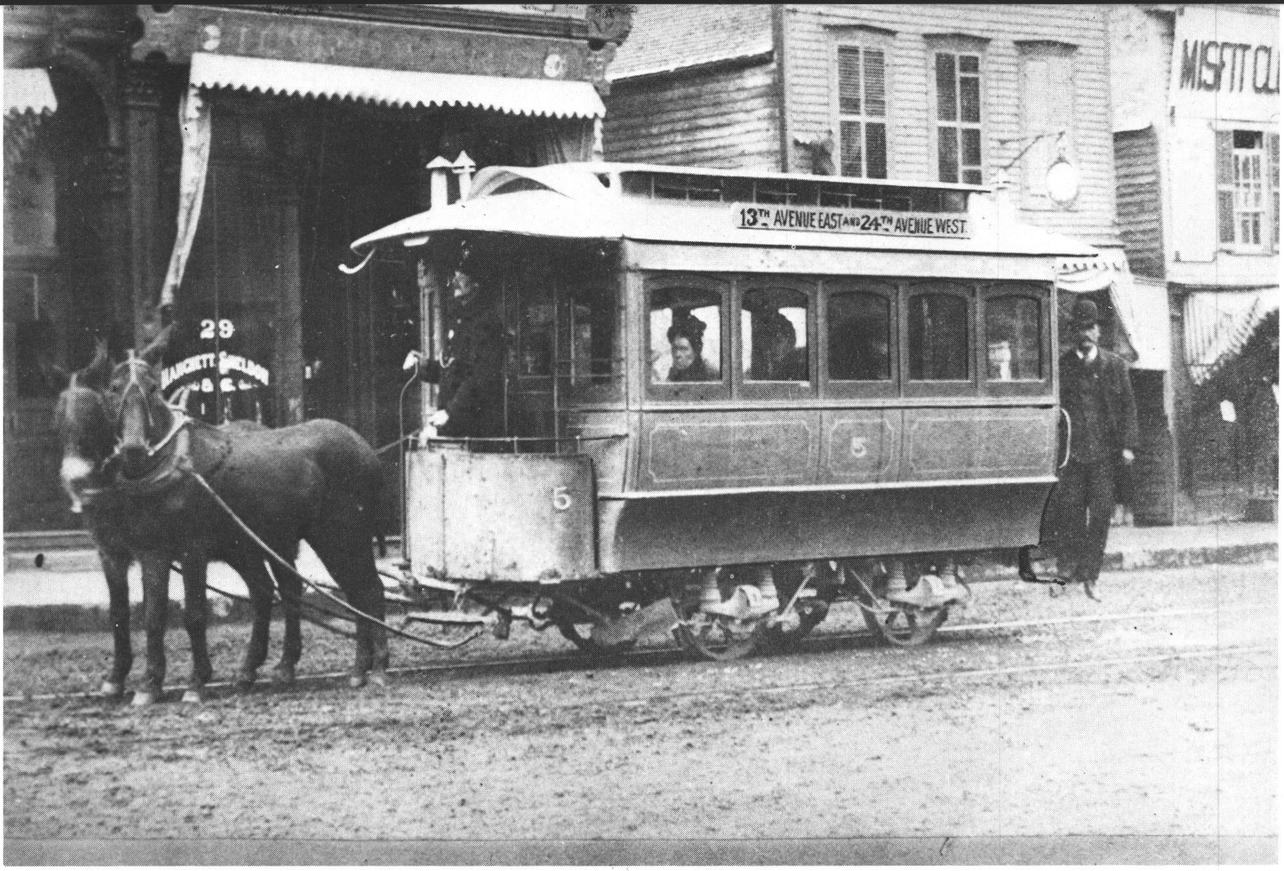
The first truck of this style was put in service in Burlington, Iowa, six months since. Its record there resulted in an order, no repairs having been required during that time.

Duluth orders 26 set—16 for 22-foot cars, and 10 for smaller bodies; 30 are building for Grand Rapids, to carry cars 28½ feet over all; Joliet tried one and will adopt; Indianapolis will specify in their next order; the Interstate Rapid Transit, of Kansas City, will use them on their 4-wheel cars; Sandusky, Ohio, will specify for their next; in fact 130 sets of these trucks have been ordered within the past ten days.

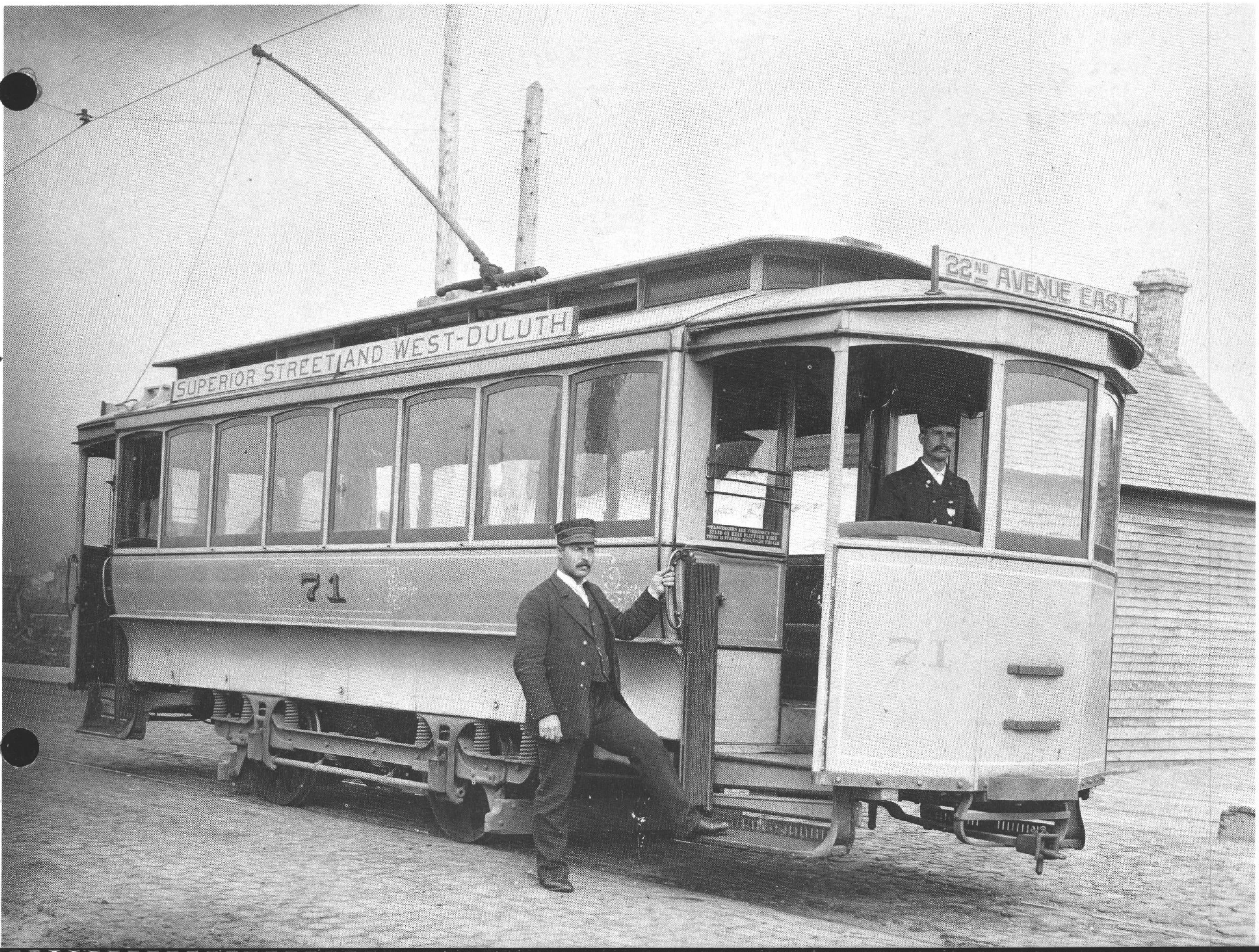


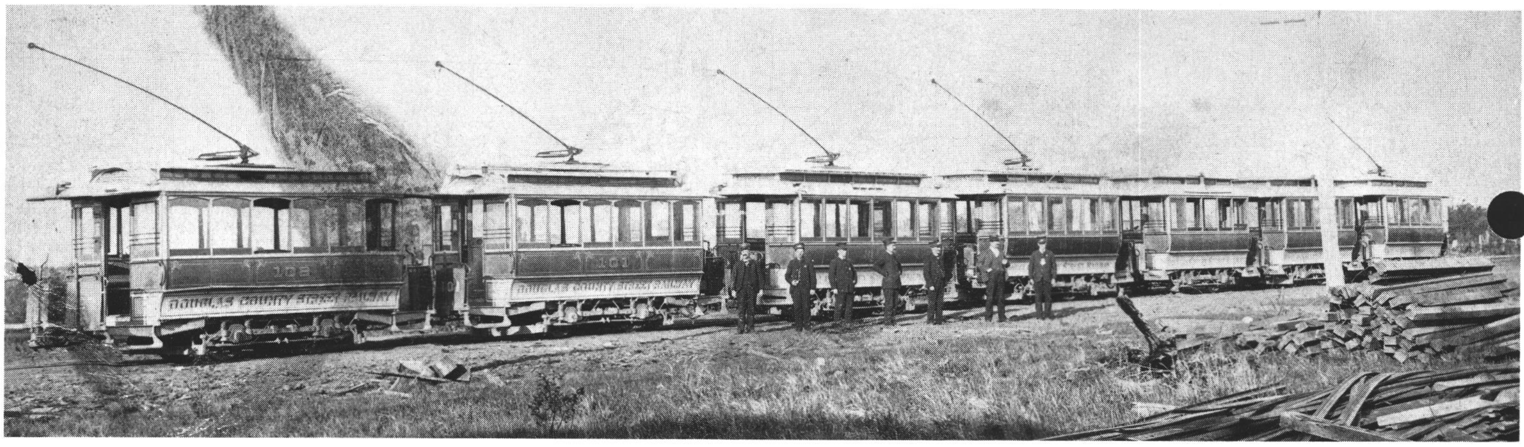
MCGUIRE ELLIPTICAL SPRING TRUCK.

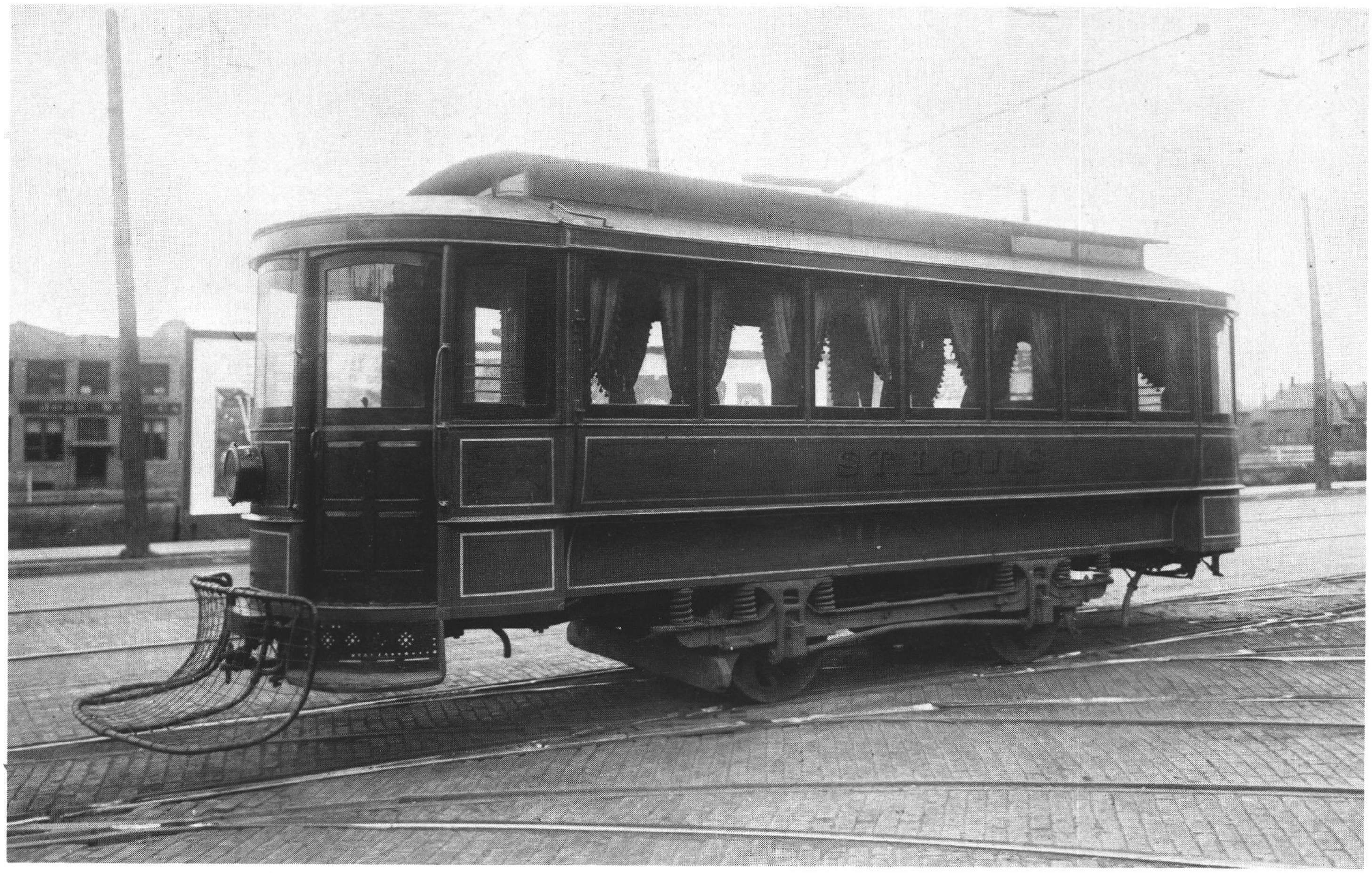
PV119ED AVERY™

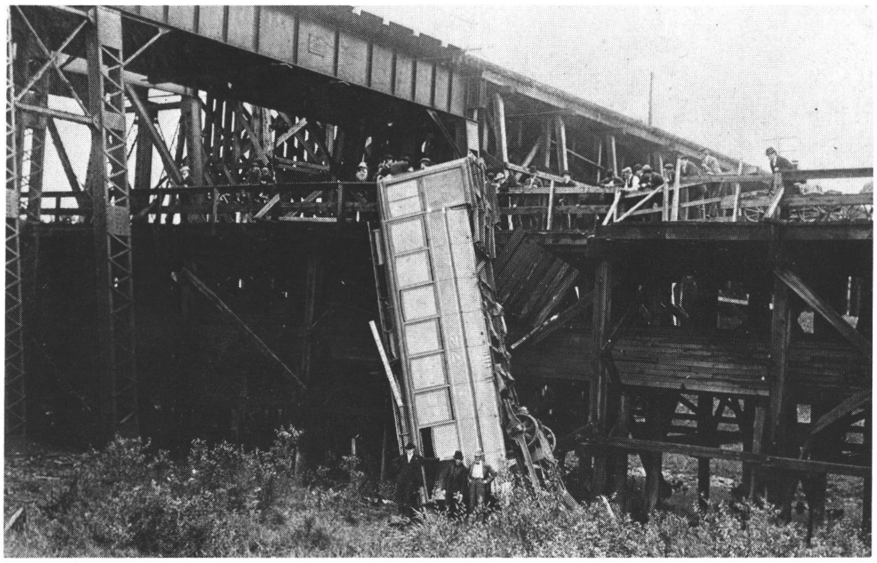

13TH AVENUE EAST AND 24TH AVENUE WEST
29
MISFIT CL
5

Right: Horsecar 5 at 1st Ave. W. and Superior St., Duluth, 1889.
Below: DSR 71 as originally built, taken in 1895 on Raleigh St. in West Duluth.
(Both photographs Wayne C. Olsen collection)


SUPERIOR STREET AND WEST-DULUTH
22ND AVENUE EAST.
71


102
DOUGLAS COUNTY STREET RAILWAY
101
DOUGLAS COUNTY STREET RAILWAY





Above: Douglas County St. Ry. cars 102, 101, 104, 105, 4, ?, and 107 (left to right) lined up at the Superior carhouse, Catlin Ave. and Belknap St., about 1890.

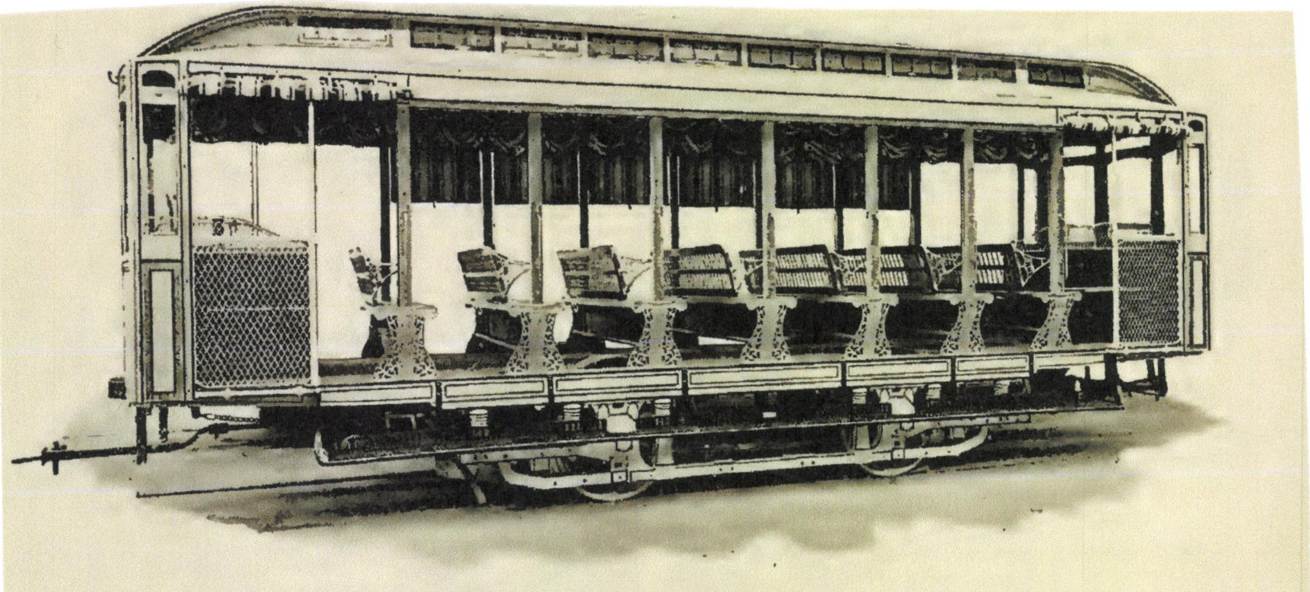
Center: Private car "St. Louis" outside the Duluth carhouse shortly before it was retired.

Below: Car 72 derailed about 7 a.m. July 28, 1901, on the trestle at 33rd Ave. W. and Superior St., Duluth. It was repaired and placed back in service.

(All photographs Wayne C. Olsen collection)

In July, 1891, Mr. [James R.] Robinson organized the Robinson Machine Company of Bellwood, which erected machine works at that place. The main building is 30 x 100 feet, the moulding room 30 x 50 feet, and the blacksmith shop 30 x 30 feet in dimensions. They manufacture and repair a great many kinds of iron machinery, but the principal output of the shops are patent electric street railway motor trucks. This great invention of Mr. Robinson was patented by him in 1891. The object of this motor truck is to fill a long felt want in the electrical propulsion of street cars. It has been thoroughly tested, with very satisfactory results. It has been highly recommended by different electrical experts, who have carefully examined it, and already orders for the motor trucks are coming in to the company from nearly every part of the United States.

[This is the truck used by LaClede Car Co. on cars built for Duluth (#63-66) (resold to Interstate Traction Co., Park Point) and Brainerd (#1-4). Also noted on 10 cars by LaClede for Brightwood Railway in Washington, D.C.]

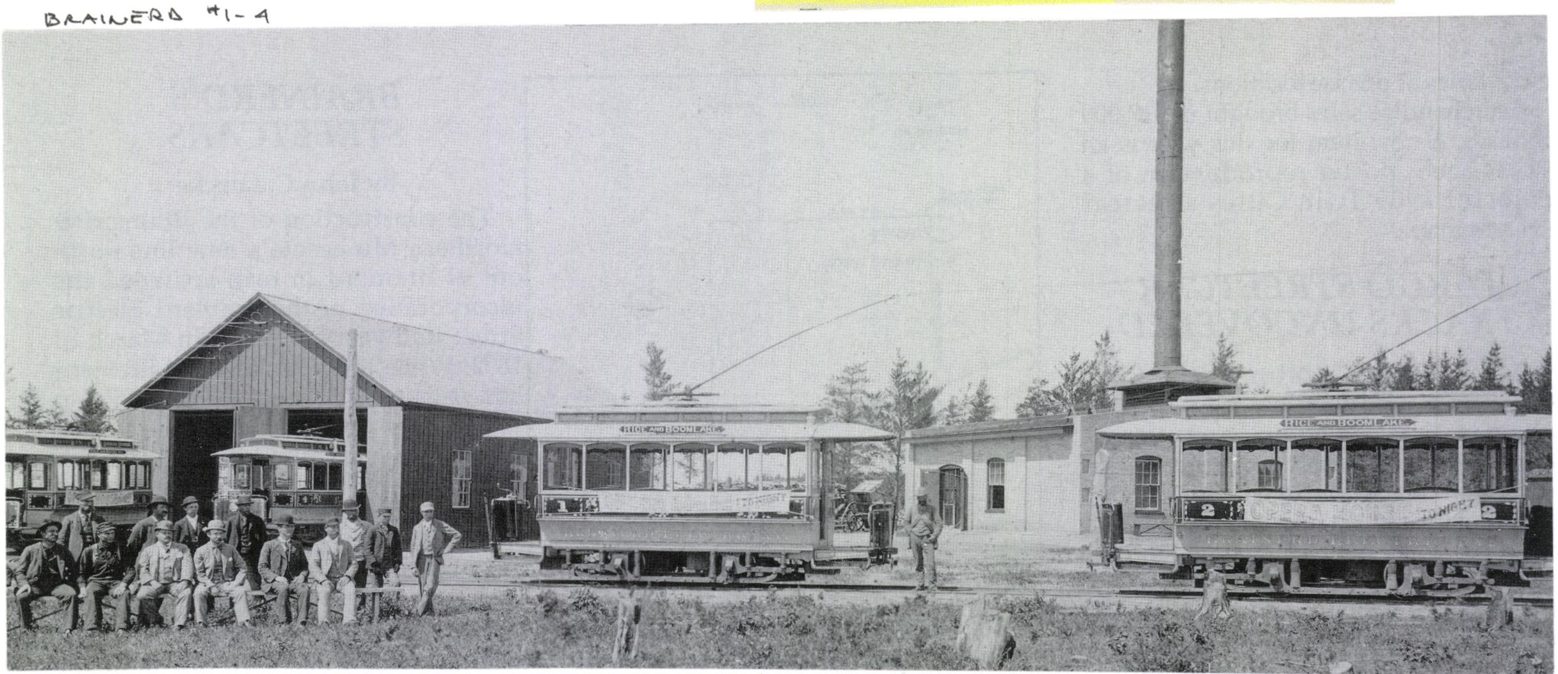


THE LAMOKIN OPEN CAR—EXHIBITED AT WORLD'S FAIR.

ST. RY. REVIEW 5-15-1893

The truck upon which the car is mounted is furnished by the Robinson Machine Company, of Altoona, Pa., and is their well known motor truck type. It is a joint exhibition with the Lamokin car.

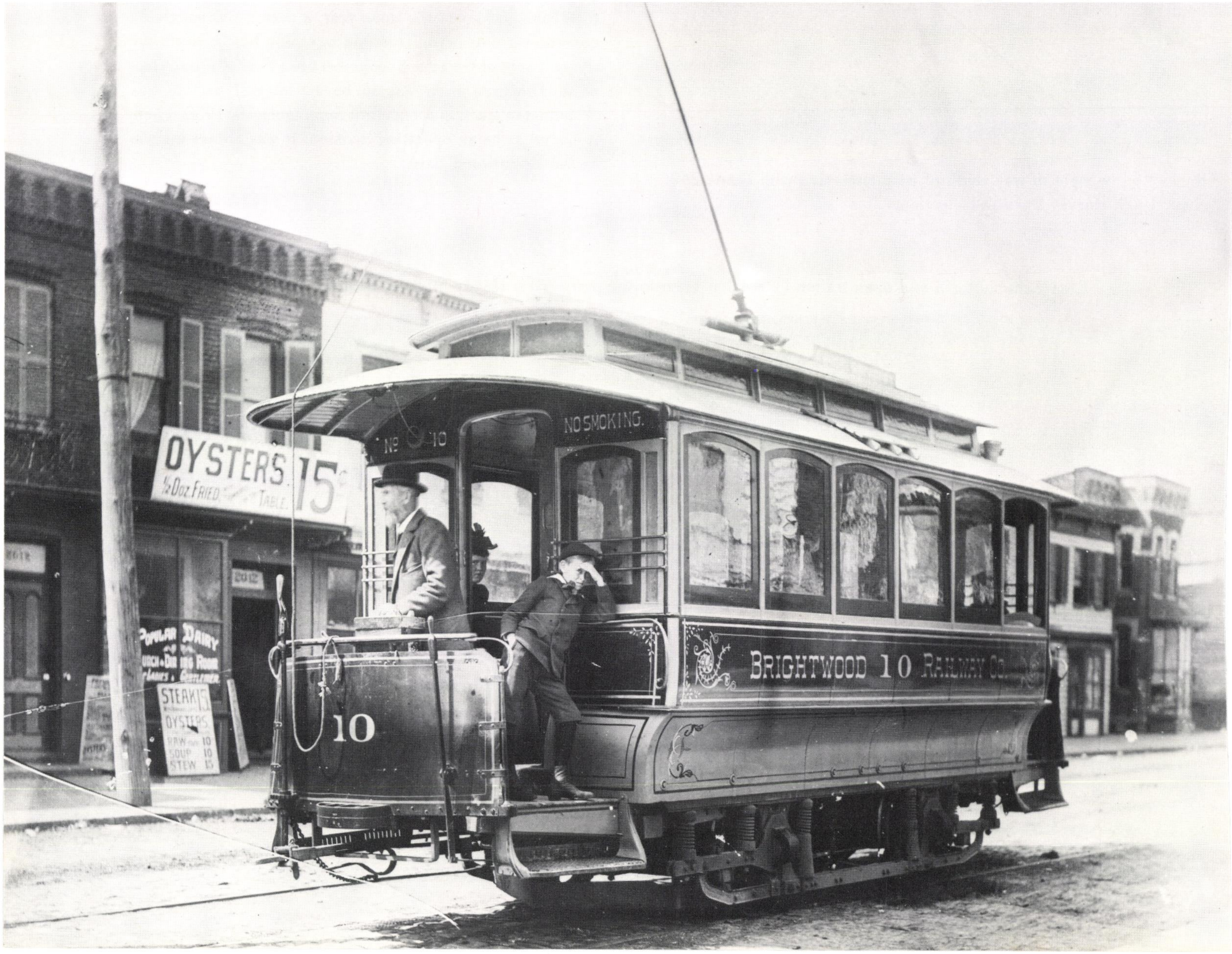
BRAINERD #1-4



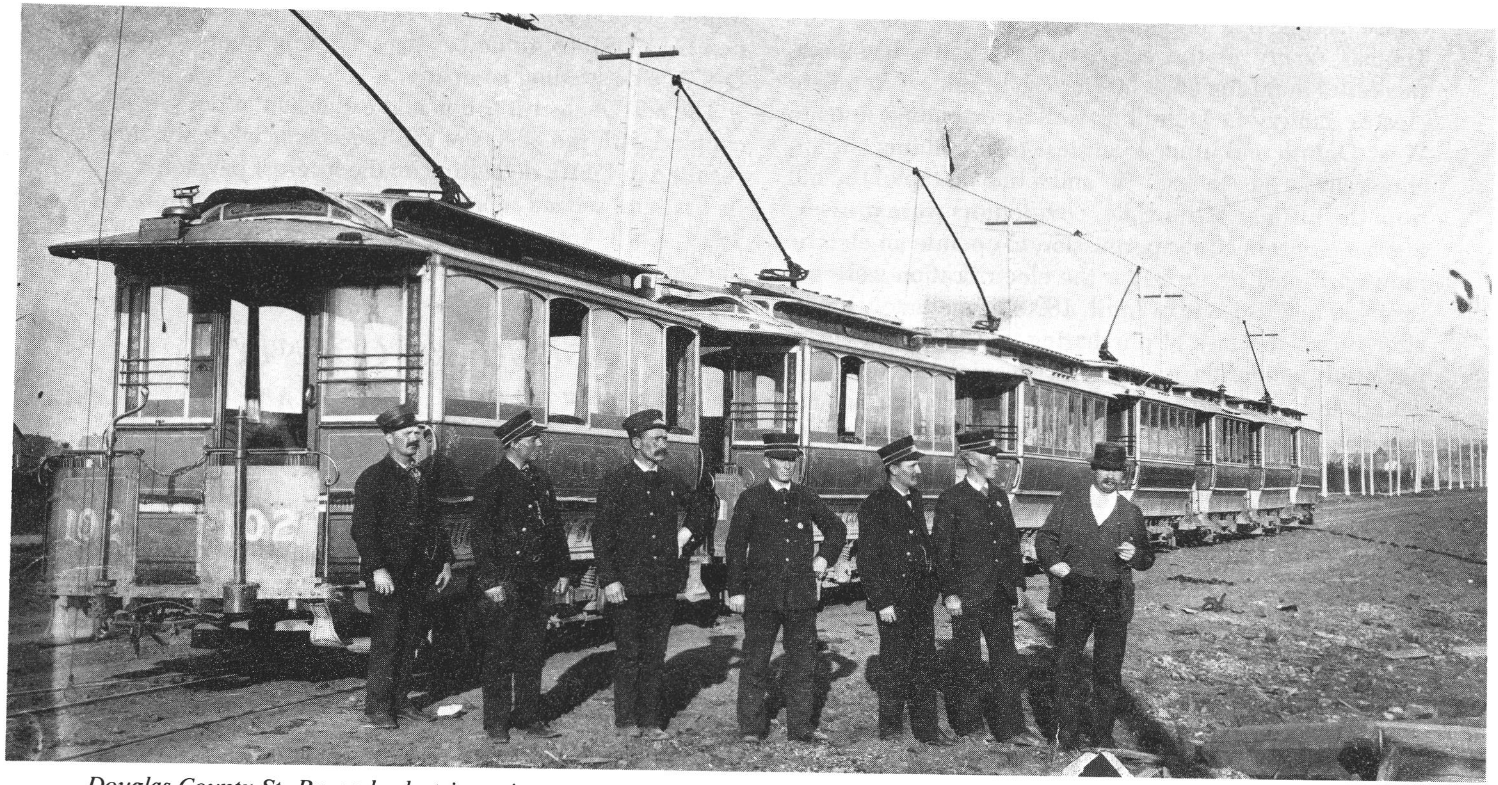
Brightwood Railway 10 on Georgia Avenue (near Florida Avenue) in the early '90's. From Charles Wagner.

LACLEDE CAR CO. 1892 16' CLOSED #1-10 IDENTICAL TO DSR 63-66 1892

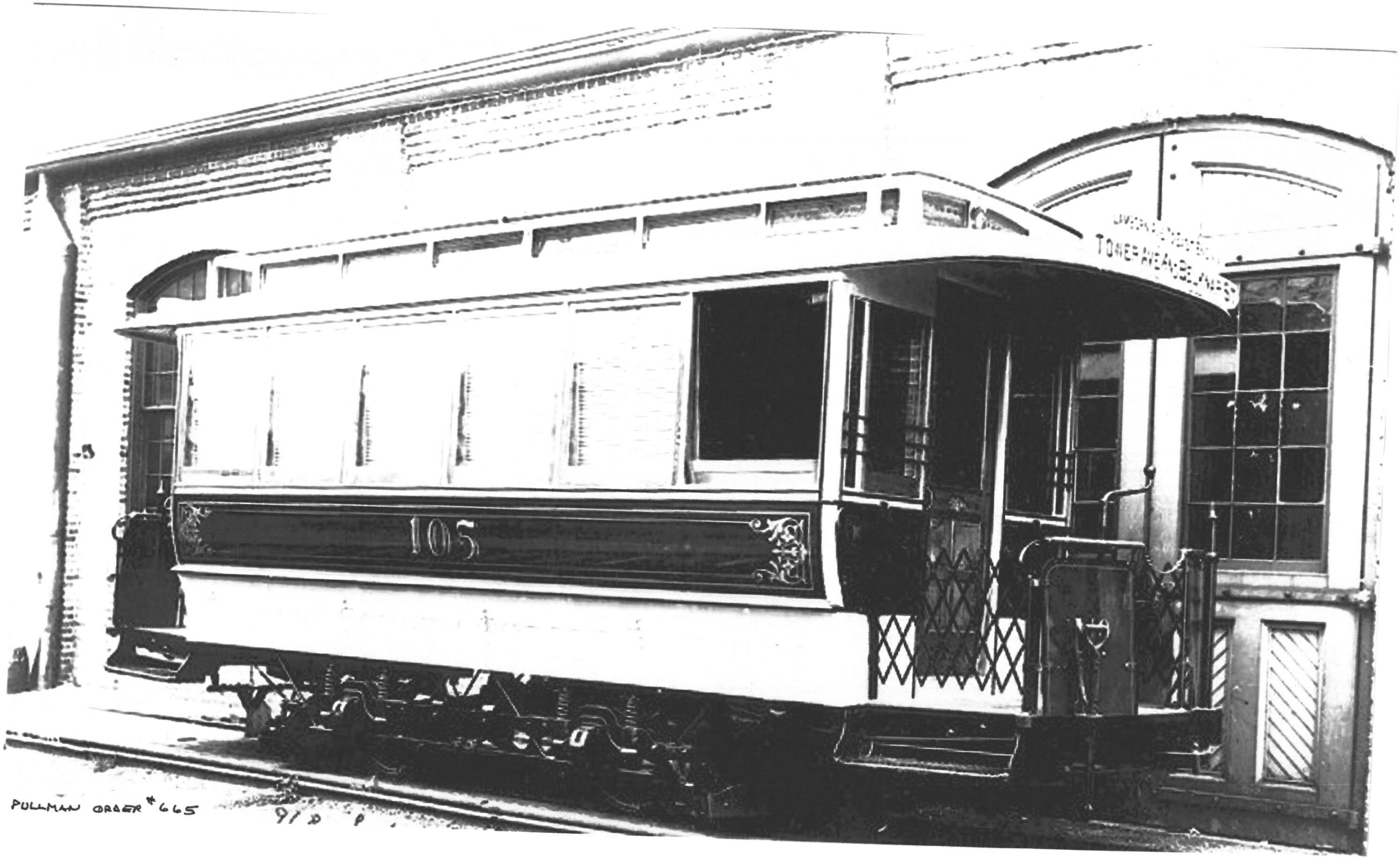
ORDER # 292
16'6" BODY


OYSTERS 15¢
½ Doz. FRIED
TABLE
No 10
NO SMOKING.
BRIGHTWOOD 10 RAILWAY CO.
10
2012
POPULAR DAIRY
LUNCH & DINING ROOM
LADIES & GENTLEMEN
STEAK 15
OYSTERS
RAW 10
SOUP 10
STEW 15

AVERY®c
PV119ED



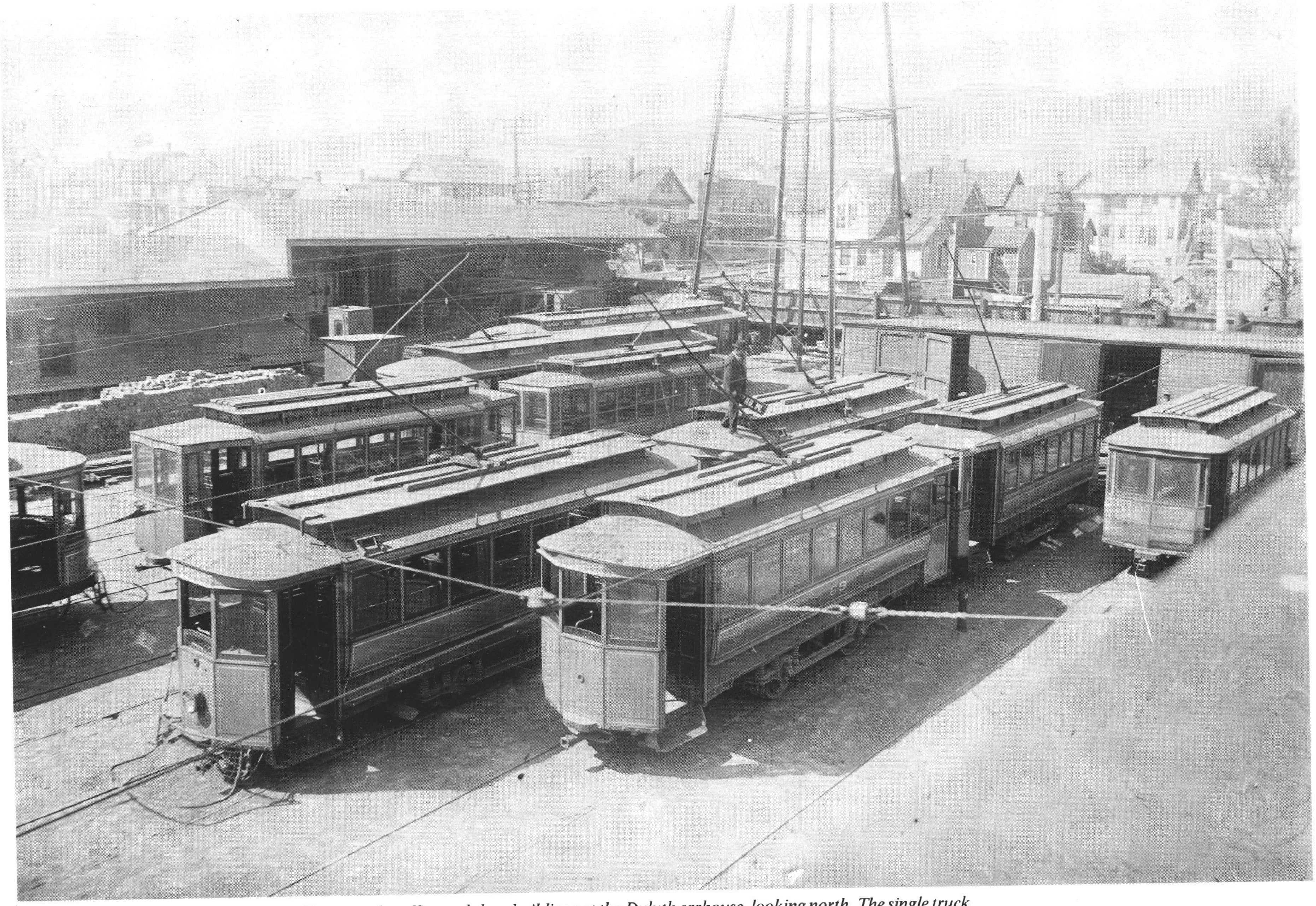
Douglas County St. Ry. early electric equipment, consisting of five motor cars and two trailers, at Belknap St. and Catlin Ave. about 1890. (Wayne C. Olsen collection)


105
TOWER AVE AND BELKNAP ST

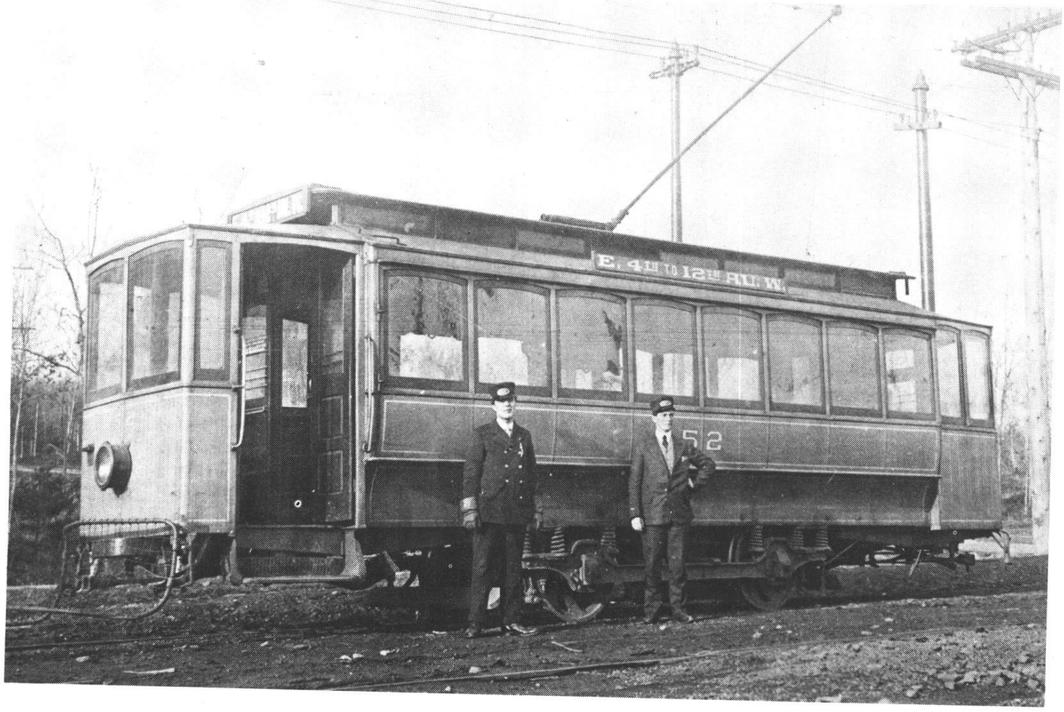
PULLMAN ORDER #665

91D P

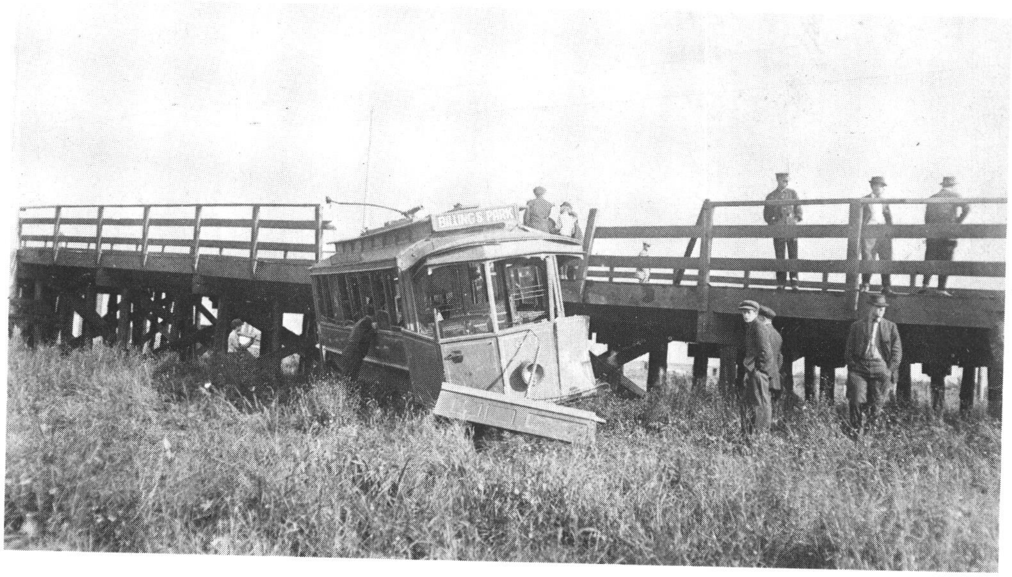
Office DEPOT.



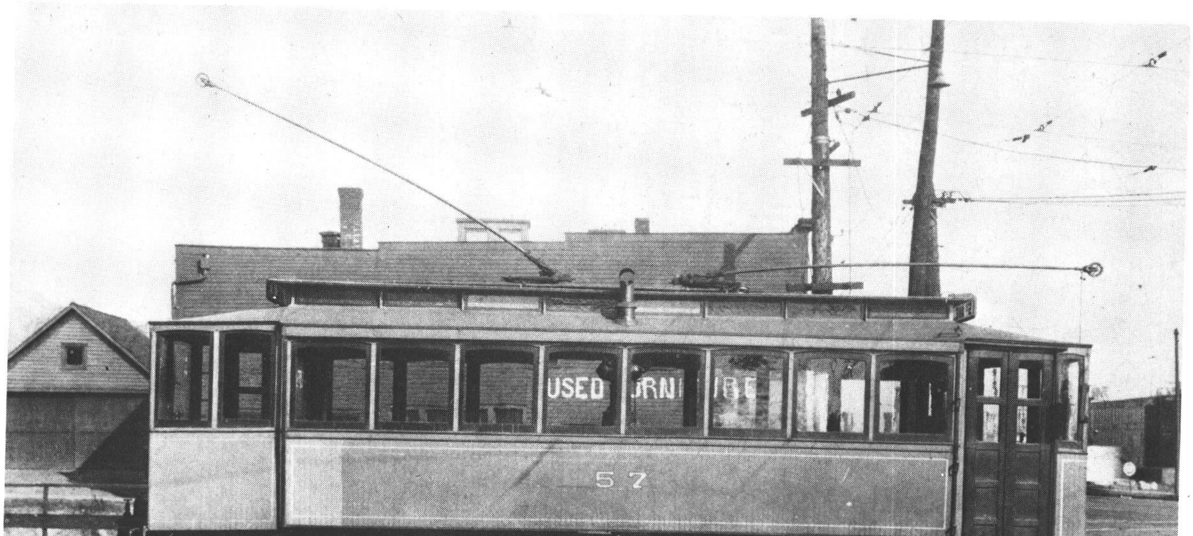
1909 photograph of the car storage yard between the office and shop buildings at the Duluth carhouse, looking north. The single truck closed cars are (left to right): 44 and 45, 76 (?) and 68, 69 and 46, and 114. (DSR; Wayne C. Olsen collection)


E. 4th to 12th AV. W.
52

Car 52 rebuilt with vestibules for double end operation.


BILLINGS PARK

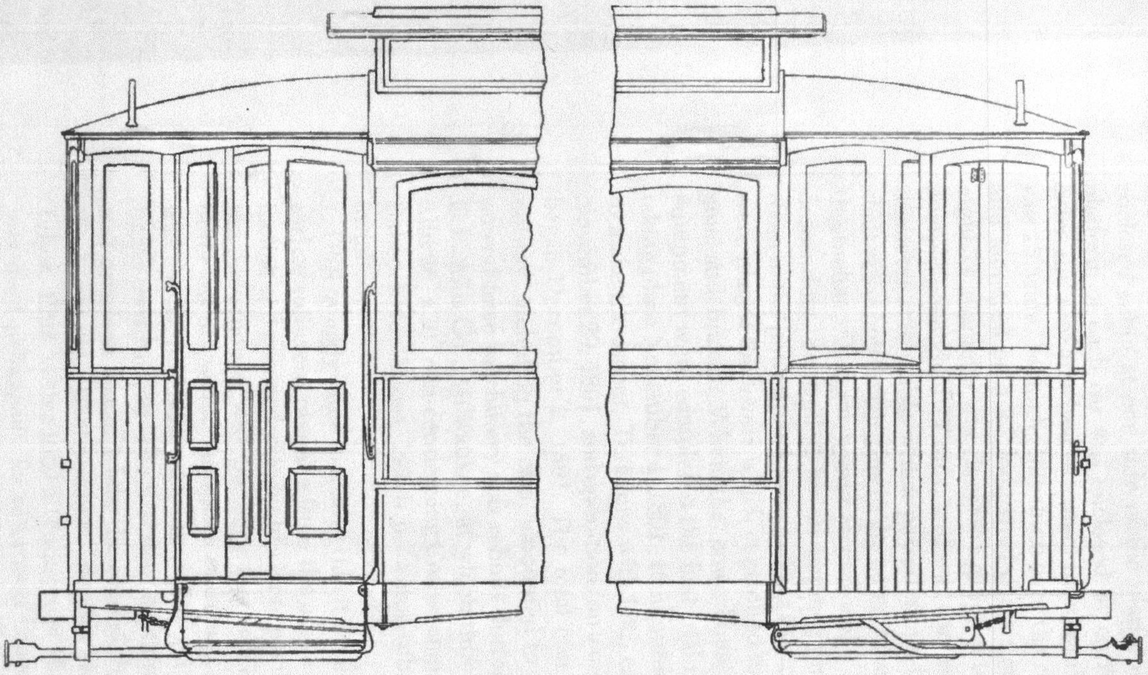
Car 80 derailed on the 21st St. viaduct of the "Billings Park" line, Superior, in 1914 and was subsequently retired by burning.


USED URNI URE
57

Car 57 rebuilt in 1919 for double end operation on the "West 4th St." line, Duluth.

(All photographs Wayne C. Olsen collection)

12-15-1896



DULUTH VESTIBULE.

is no draft, and no objections can be raised, and in case of an emergency, it is quite necessary that one side be open.

As to vestibules in general, while there are disadvantages, there are advantages. The initial cost, for instance, is what worried some of us; the increased liability to accidents, as we saw it, is what worried all of us. On the other hand, the vestibules are certainly a great protection for the men. On stormy, ugly mornings, they report for duty the same as on pleasant days, and our stormy day sick list has decreased perceptibly, and it is certainly pleasing to realize on such days that the men are not working in misery, as they have to do without any protection. Furthermore, we find a great saving in heating our cars, the consumption of coal being reduced one-third."

THE DULUTH STREET RAILWAY.

uses an all closed vestibule, plans of which are shown herewith. This vestibule is somewhat similar to that being put on the Calumet, of Chicago. Herbert Warren, general manager, says that it is well suited to cars that must change ends every trip, as do those in Duluth. The inside panels and doors, are bass wood, stained to imitate cherry. The hood ceilings are basswood left natural color. The platform sills and floors are of white oak. All the other frame work is white ash. The outside wainscoating is Tennessee poplar. Sashes are cherry.

YOUNGSTOWN STREET RAILWAY.

A. A. Anderson, general manager, gives his experience as follows: "We have not planned anything new in the line of vestibules for front platforms. The vestibules on our 16-foot cars are not put permanently on the cars, but are taken off each spring and put on again the next fall. They are made of canvas, wood and glass, and project beyond the bumpers. They are a continual source of expense and annoyance to us, and I hope it will not be necessary for us to use them another winter. In all probability we will do some rebuilding on the 16-foot cars during next summer, taking off the present style of double platforms with closed gates on one side and putting on both ends of each car a permanent vestibuled platform open on one side only.

I consider vestibules on the car in the winter time an absolute necessity to the comfort of the motorman, which is in reality necessary to safe operation. I do not believe in taking them off, even in the summer time, as the motorman needs protection from rain as well as from cold.

I do not consider that vestibules have any disadvantages whatever if they are built properly. That is, if the enclosure is large enough to admit of the convenient handling of passengers, packages, etc."

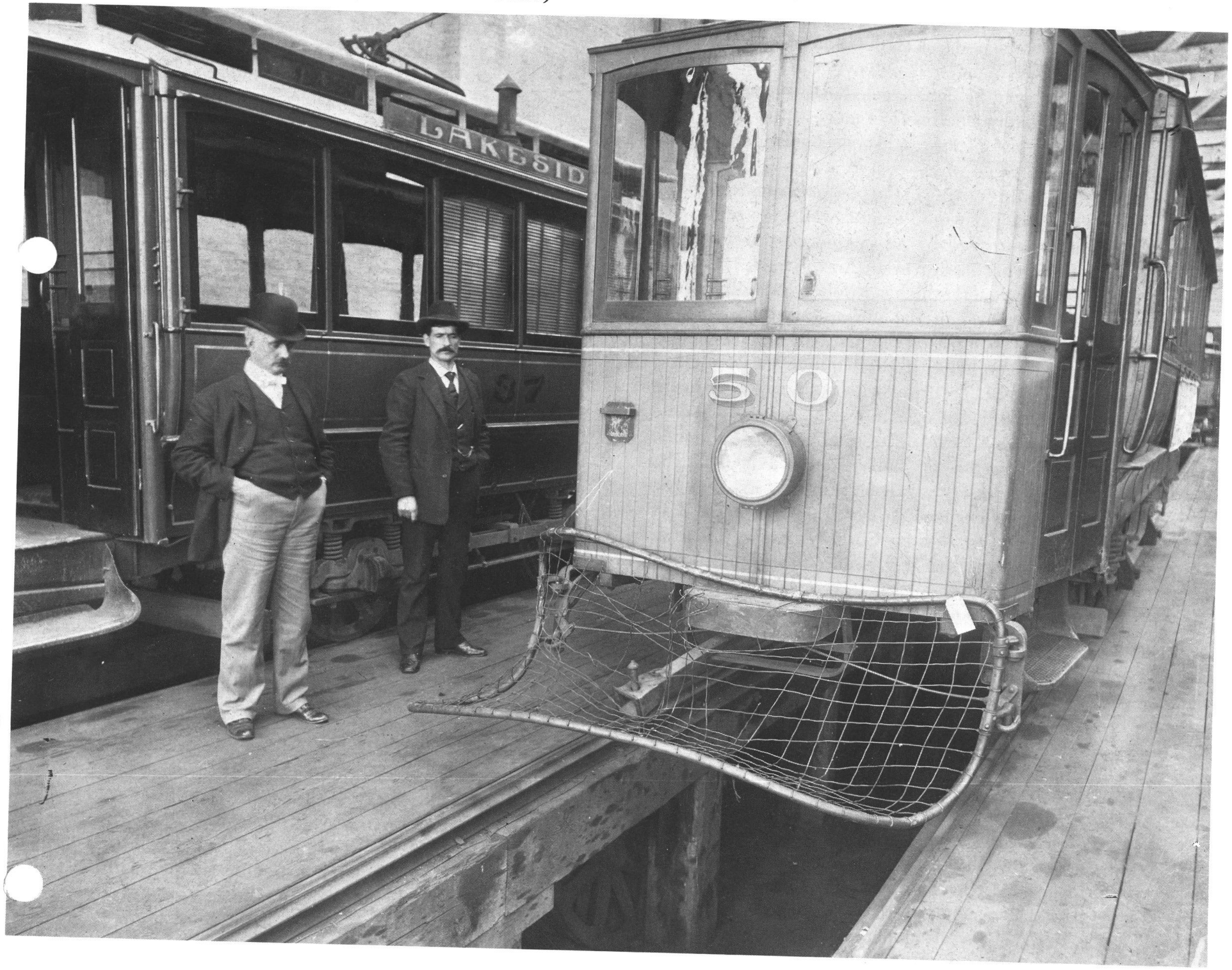
DETROIT CITIZENS' STREET RAILWAY.

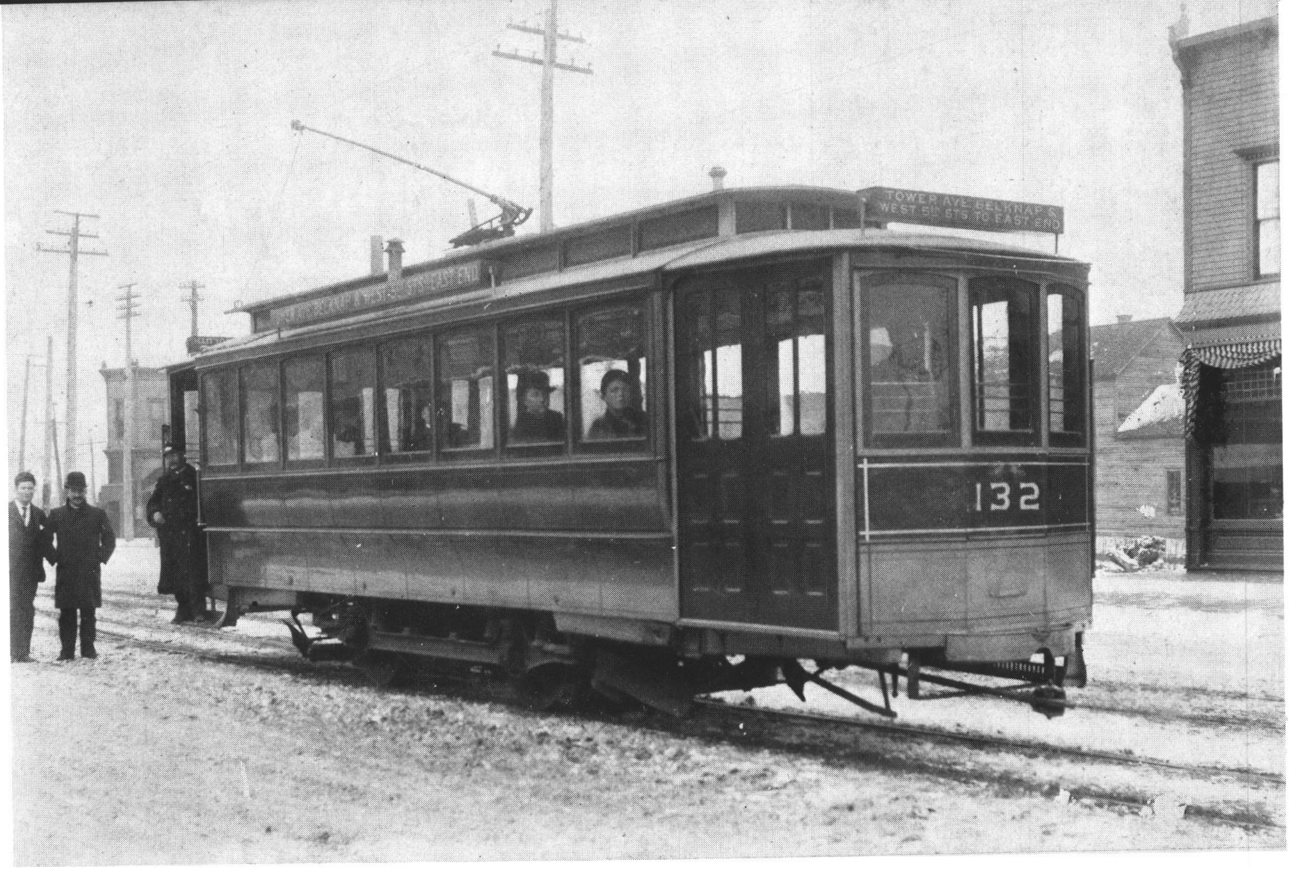
A. B. Dupont, general manager, says: "We have not worked any improvement out on the one we used a year ago. Our vestibule is enclosed on three sides only, using as little wood-work as possible, and as much glass above the line of controller handle. All of the sash of vestibule can be lowered. I do not think that a vestibule is in the least a nuisance, as long as only three sides are enclosed; but on the other hand is quite a protection to your motormen. It would be a great hardship on our company, if we were forced to put a door on the vestibule, as in that event, we could not use our front platform for passengers to get on and off the car. We have one improvement over vestibules used elsewhere; and that is, the curtain in rear of the motorman is attached on a spring roller to the side of the car near the door, and the other end of the curtain is attached by a button to the door so that when you open the door in the rear of the motorman, the curtain is opened at the same time."

A SUGGESTION.

There has always been some trouble about keeping vestibule windows clean in snow and sleet storms. The REVIEW has a suggestion to offer that some readers may think worth putting in practical form. It consists in having the window

Two company officials sadly examine the damage to car 50's fender. Car 37 at the left is signed for the "Lakeside" line. Taken about 1900 in the Duluth carhouse. (DSR; Wayne C. Olsen collection)

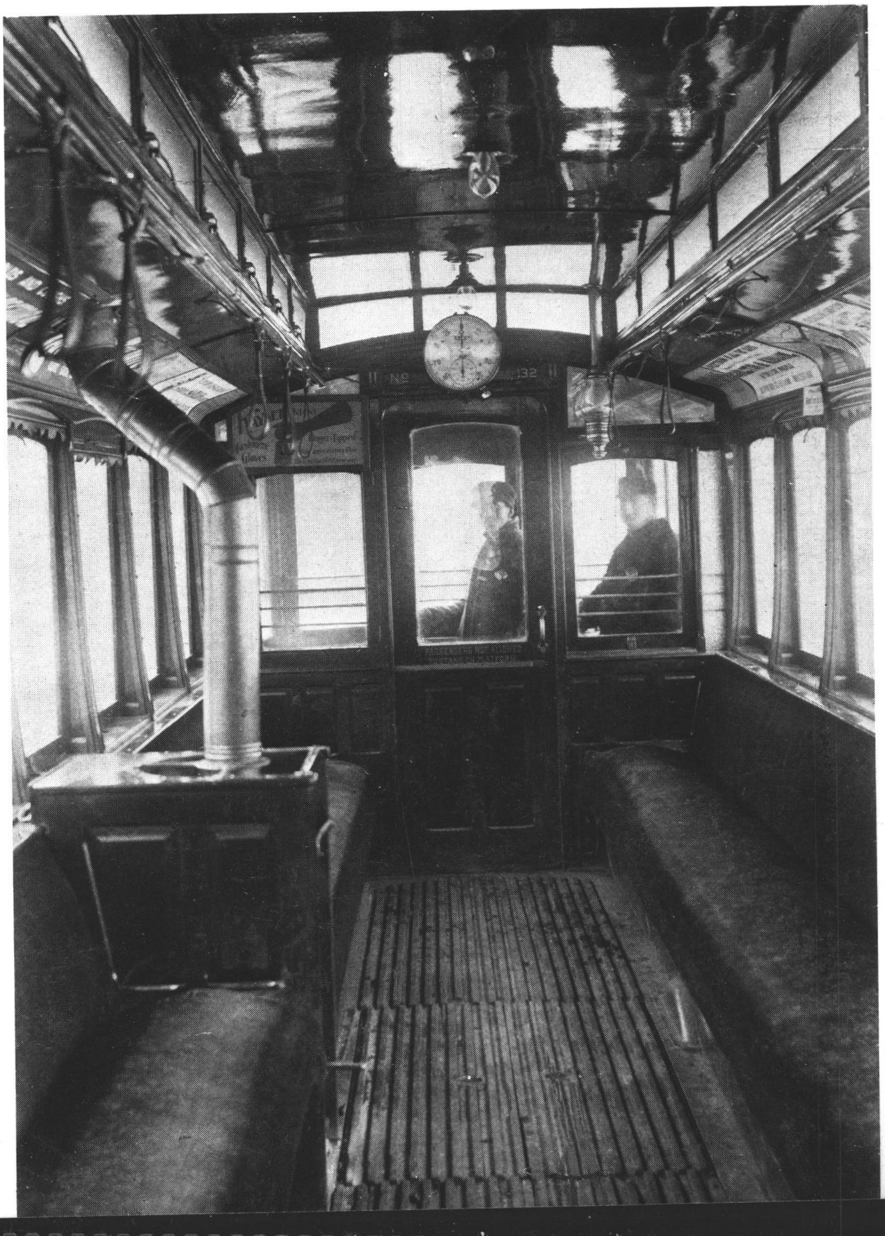


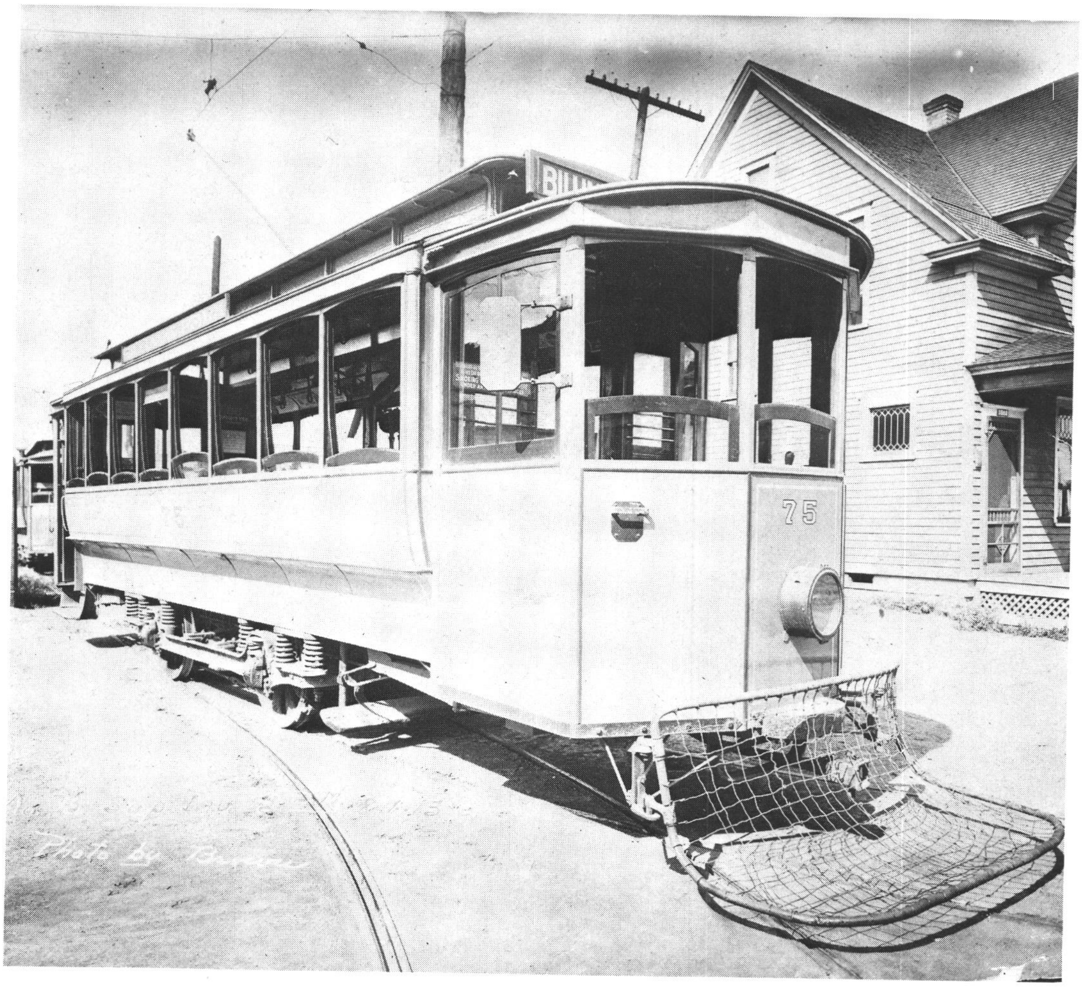

TOWER AVE. BELKNAP &
WEST 5TH STS. TO EAST END
132

Above: Superior Rapid Transit Ry. 132 as originally built, photographed about 1895. Destination sign reads: "Tower Ave. Belknap & West 5th Sts. To East End".

Right: Interior of car 132 looking toward the front. Note the kerosene lantern by the right front plate glass mirror with chimney extension upward through the deck roof.

(Both photographs Wayne C. Olsen collection)

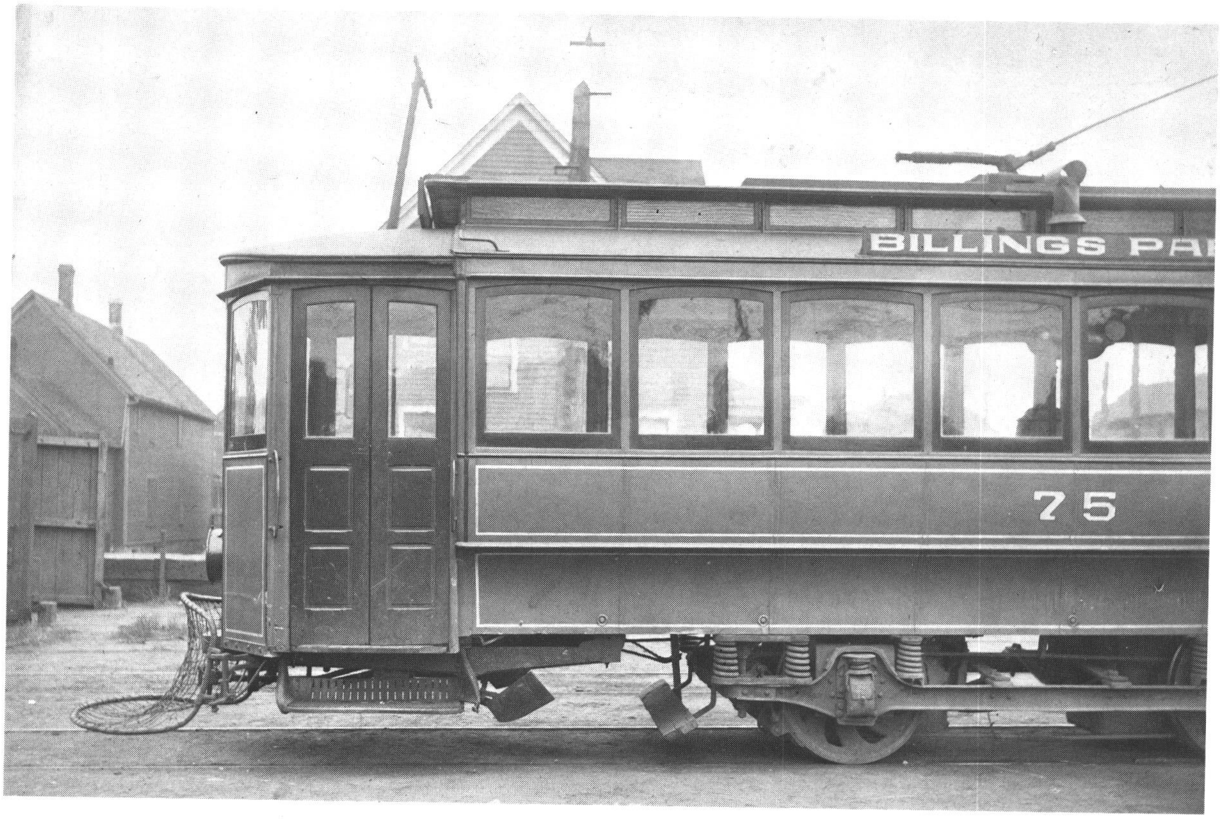




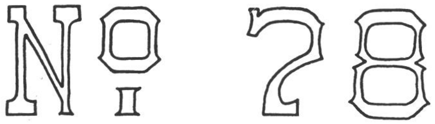
Above: Car 75 illustrates how the vestibules were fully enclosed, to comply with state law, for double end operation. Taken at the Superior carhouse on August 1, 1913.

Below: Another view of car 75 showing the vestibule, door and step construction details (right portion of the step is slightly damaged).

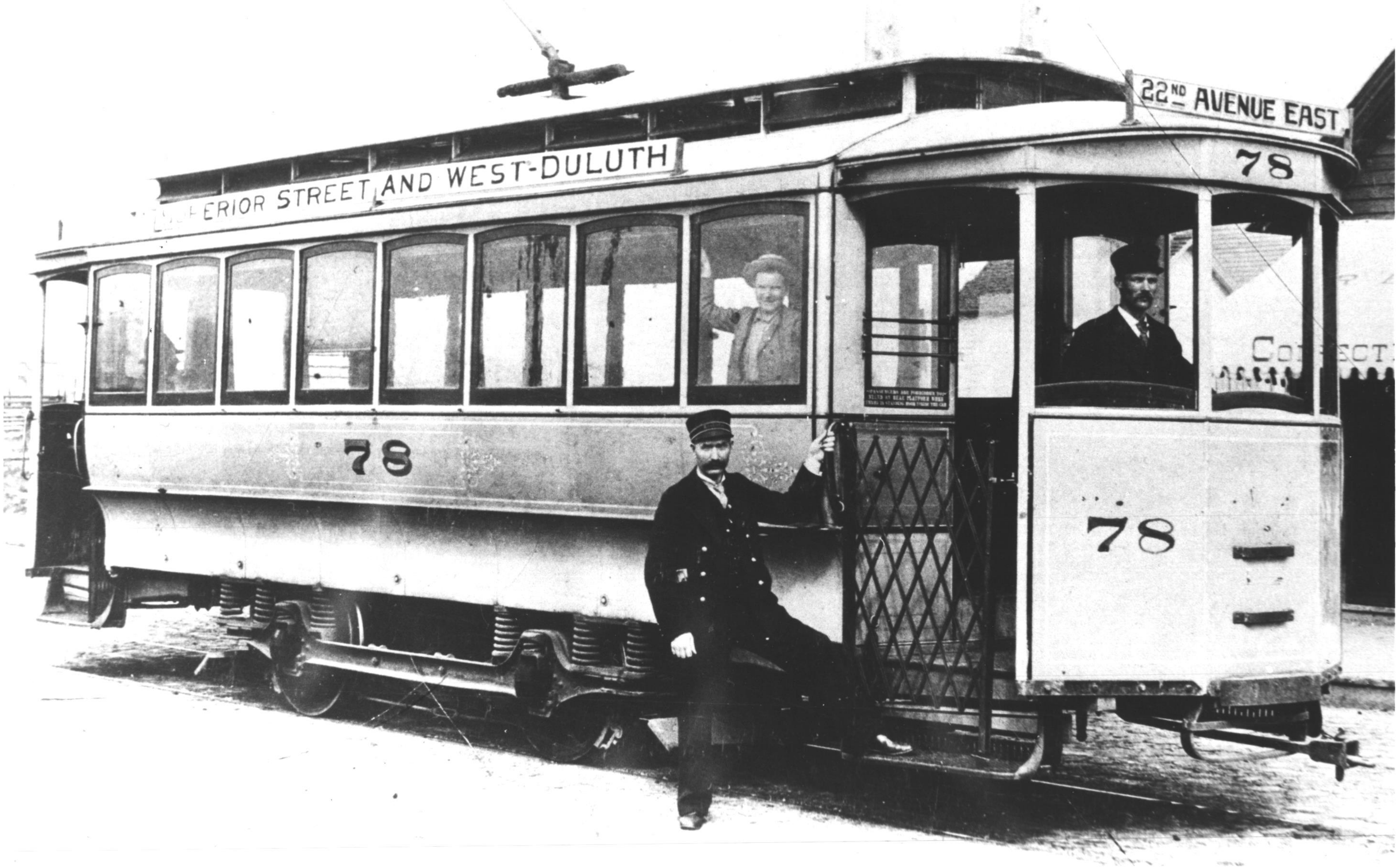
(Both photographs DSR; Wayne C. Olsen collection)

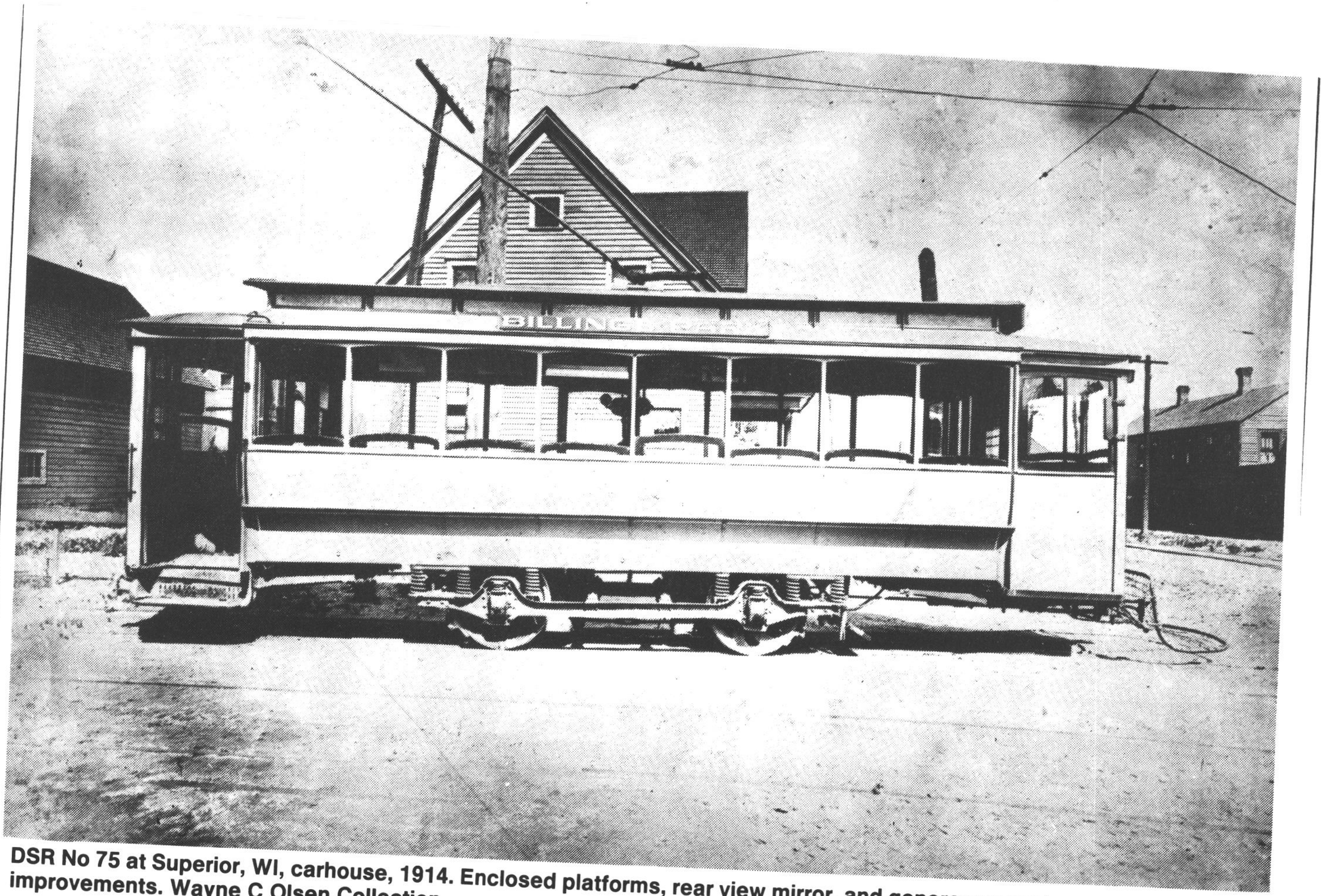


AVERY® C
PV119ED

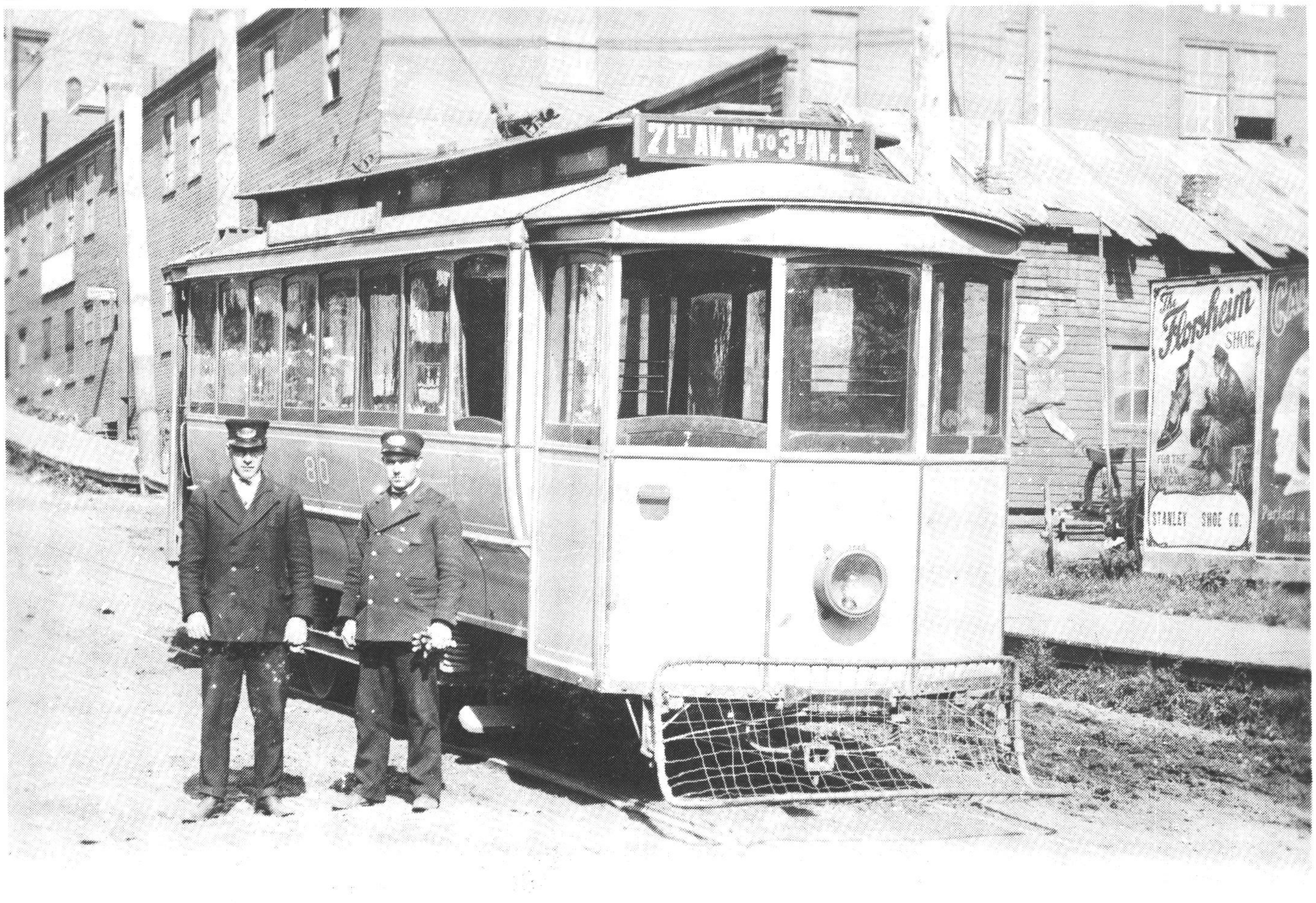


Tracing of original numerals, silver on black over custard yellow background, found in vestibule. Two other paint schemes with different style insignia covered them.

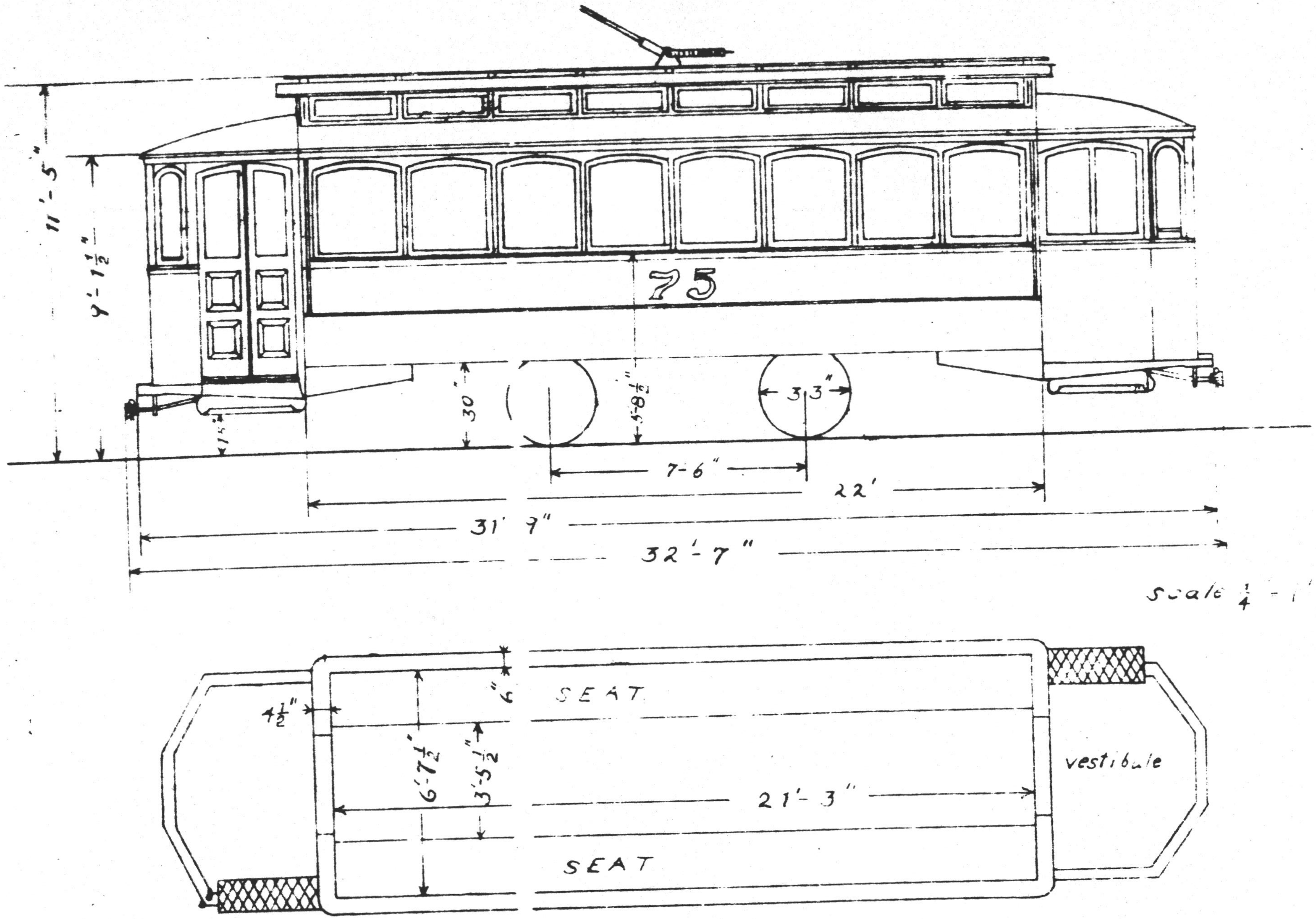

SUPERIOR STREET AND WEST-DULUTH
22ND AVENUE EAST
78
78
78


BILLINGS PARK

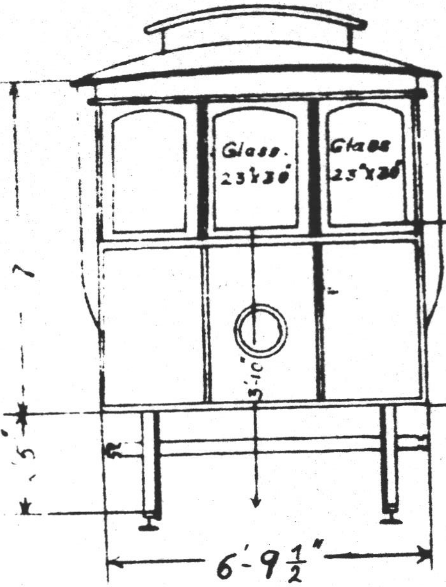
DSR No 75 at Superior, WI, carhouse, 1914. Enclosed platforms, rear view mirror, and generous people-catcher were later improvements. Wayne C Olsen Collection.


71st AV. W. TO 3d AV. E.
80
The Florsheim SHOE
FOR THE MAN
STANLEY SHOE CO.

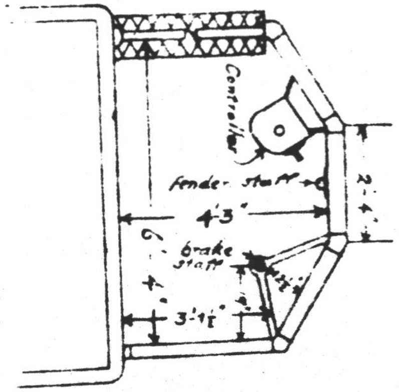
DSR Car No 80, sister to No 78, in Duluth around 1900. Postcard View Courtesy of Wayne Olson.


75
11'-5"
9'-1 1/2"
15"
30"
5'-8 1/2"
3'3"
7-6"
22'
31' 7"
32'-7"
4 1/2"
6"
SEAT
6'-7 1/2"
3'-5 1/2"
21'-3"
SEAT
vestibule

Scale 1/4 = 1'


Glass. 23"x30"
Glass 23"x30"
7
3'-10"
3'-10"
5"
6'-9 1/2"

End Elevation.


Controller
fender staff
4'3"
2'-4"
6'
brake staff
4'
3'-1 1/2"

Plan of Vestibule.

Our "St. Louis", the "Private Car" of the Gay Nineties

By W. J. Holmes

This car had all the luxurious appointments of a North Coast Limited observation car--ornate draperies festooned the windows—elegantly upholstered chairs invited one to be seated—thick "comfy" rugs adorned the floor—interior fittings were of exquisite design and most popular of all—neatly tucked away in one corner, the "Fridgidaire"—1890 model—with a complete stock of everything a person with a real thirst might desire. Also a good supply of the finest brands of cigars.

Mr. Wellington had charge of the commissary and used to take inventory after each trip.

When refreshments were being served Mr. Warren always warned "nothing stronger than ginger ale for the crew."

Being a native of one of the original dry states this admonition was hardly necessary in my case; however on one occasion it required a real argument to convince the superintendent of our "abstemiousness." We had discharged our load uptown and were pulling in. As we approached the West End my driver—the late David Wright—popularly known as the "Admiral"—because of his neat appearance and pompous carriage—called me up to the front and suggested a glass of ginger ale, which I served—not with impunity, however, for the eagle eye of one of the officers had observed us and we spent the following day on the carpet "explaining".

On another occasion--bound for South Superior with Mr. Warren and a group of business men, Motorman Wright forgot the Soo Line crossing and passed over it without it being flagged. Mr. Warren looked at me and smilingly remarked—"it is fortunate for us that the "Soo Flyer" is not due just at this time."

The "St. Louis" played an important role in society as well as in business. Many of the social lights of that gay age—friends of the management, and others, directly or indirectly interested in the company, used it for entertainment purposes, such as cruises to the club house at Billings Park and to the Northland Country Club—sight-seeing jaunts around the

(OVER)

city and in the winter snowshoeing and skiing parties at Woodland and Lester Park.

The Luther Mendenhalls and Hartmans were the most frequent users of the car and I might add the most generous to the crew. If we were out during meal time we were always provided for, and although the officials "frowned" on the accepting of "gratuities", rules and regulations were always conveniently suspended when there was a dollar or two in sight and I remember on one occasion Mr. Mendenhall gave us each a five dollar gold piece. This unusual outburst of generosity was prompted by the fact that it was Christmas Day.

My "pilot" was usually the man I happened to be working with on my regular run.

With the advent of the automobile the St. Louis gradually lapsed into disuse and was subsequently dismantled.

"~~All In the Day's Work of A Transit Steno"~~

~~By Margaret Dahl~~

~~"Yes, this is the Street Railw~~ay ~~company. You lost your umbrella? Jus~~t o~~ne minute, please, and I'll~~ look and

scratched? I'll book you up for tomorrow."

"You want to get off your second shift? I haven't anyone here right now but I'll try to get someone by that time."

"What's wrong with your car? The brakes are slack? –Car number 160, due at Third and Ogden at 12:42 p. m. needs a car change."

"You want a new punch? What's wrong with yours?"

"You lost you day card holder?

EQUIPMENT

May 1, 1910

	Total	Dul.	Sup.
Dbl. Truck Cars	64	52	12
Sgl. Truck Cars	62	38	24
	126*	90	36
Flat Cars	3	3	
Snow Plows	3	2	1
Tower Cars	2	1	1
Testing Cars	1	1	
Supply Cars	1	1	
	136	98	38

* Does not include unserviceable cars No. 87 and 114.

Copied from a very poor photocopy of a DSR original memorandum.

My reconciliation is as follows.

Single-Truck Cars: 62 + 2 (87,114) = 64 Total.

39-43	5 cars	
44-45	2 cars	
47-62	16 cars	(assumes 51 was temporary Tower Car 1892-1893)
68-87	20 cars	
113-116,119	5 cars	
120-121,123	3 cars	
125-127,129-130	5 cars	
131-136	6 cars	
111,128	2 cars	(assumes 111 converted to Tower Car 1911 and that both 111,128 were wrecked and destroyed in 1911)
	64 cars	

=======

Flat Cars = 3 Total. 1/64, 2/65, 3/96.
Snow Plows = 3 Total. 1/139, 2/66, 3/140.
Tower Cars = 2 Total. 1/67, 112.
Testing Cars = 1 Total. ?
Supply Cars = 1 Total. 88.

1912? $.60

Dift E+S

DATES OF PURCHASE OF STANDARD D.T.CARS

Nos.						Cost
Nos. 151	to 162	June	1901	12		5500
" 163	177	June	1904	15		5500
" 178		March	190~~4~~5	1		5500
" 179		March	1905	1		5500
" 180	to 182	July	1906	3		5500
" 183	197	May Jul	1907	15		6000
" 198	203	June	1908	6		6000
" 204	214	May	1909	11		6000
" 215	219	July	1910	5		6000
" 220	221	May	1911		2 Incline	
" 222	241	June	1911	20		6000 6300
" 242	244	JUNE 7	1912	3		5500
" 245	251	AUG 19	1912	7		5500

Late 1912?

SINGLE TRUCK CAR DATA

						Disposed Of
Nos. 19	to 30	Bot. Oct.	1890	12	)	19 to 38 gone
" 31	37	Mar.	1891	7	)	43,46
" 38	46	Jul	1891	9	)	(42 Private) 44
" 47	62	May	1892	16		41 [illegible]
" 63	66	Jan	1892	4	)	63,to 67 gone
" 67		Jan	1892	1	)	
" 68	87	Oct	1893	20	)	69,71,74,76,77,87,78 [illegible]
" 88	Supply Car		1895	-		
" 89	90		1891	2	)	Both scrapped
" 91	to 94 Open		1891	4	)	Sold Int.Tract all
" 95	"		1891	~~1~~	)	Scrapped
" 99	to ~~138~~ 136 FromSup.		1900	38 ~~40~~	)	All exc.112 &130 136

Same as 67

113

MISCELLANEOUS CARS

	Cost		Cost
Flat Car No. 1 Built 1901		Snow Plow No. 1 Built 1902	
" " No. 2 " 1902		" " 2 " 1903	
" " No. 3 " 1907		" " 3 " 1906	2500?

3 cost 11,119.67 or 3706.56 ea.

Wrecking Car No. 1 - 1911 Jul
cost 7982.67

Private Car.St.L.(42) 1891
Supply Car (88) 1895

THE DULUTH STREET RAILWAY CO.

ROLLING STOCK AS AT MAY 1st, 1912

Passenger Cars		Single Truck	Double Truck
Single Truck ~~39, 40, 41, 47, 48, 50, 53, 54, 57, 59, 61, 62, 70, 72, 80, 82, 85, 86, 131, 136~~ 41, [illegible], 47, 49, 50, 51 52, 53, 57, 59, 61, 62 75, 39, 73, 79 131, 136, 80, 82, 85	20	20	0
Double Truck 151 to 241 Inclusive (Except 220, 221 Inclusive)	89		89
Incline (220, 221)	2	2	
TOTAL PASSENGER CARS	111	22	89

Service Cars			
Wrecking Cars (Elec. Crane)	1		1
Supply Cars (No.88)	1	1	
Flat Cars Nos. 1, 2, 3	3		3
Snow Plows Nos. 1, 2, 3	3		3
Private Cars (St. Louis) (42)	1	1	
Electric Line Rep. Cars (67, 112)	2	1	1
TOTAL SERVICE CARS	11	3	8
TOTAL ALL CARS	122	25	97

At this Date we had in storage the following cars which are the property of the ~~Duluth Iron Metal Company, 44, 45, 49, 51, 52, 55, 56, 58, 60, 63, 73, 75, 79, 81, 83, 84, 130, 132, 133, 134, 135.~~

SM/ED 5/13/12

Subject: Cars.

Duluth, Minn., March 3, 1913.

Mr. E. Macdonald,
Auditor,

Dear Sir:-

Following is a list of the single truck cars in Duluth and Superior.

41 ✓
42 ✓ St. Louis
47 ✓
49 ✓
50 ✓ Used in Track Dept.
51 ✓
52 ✓
53 ✓
57 ✓
59 ✓ Used as supply car in Superior
10 cars

61 ✓
62 ✓
75 ✓
69 ✓
73 ✓
79 ✓
131 ✓
136 ✓ Recy wrecked by train
80 ✓
82 ✓
95 ✓
11 cars
10 "
Total 21 Cars ✓

Yours truly,

NJC
Master Mechanic.

2)468720
234360

21 Cars
1 — (136) wrecked
20 cars on hand 3/1/13

DULUTH-SUPERIOR TRACTION CO.

DISPOSITION OF ORIGINAL ELECTRIC EQUIPMENT

1893 Sep 17 Wrecked: 30. Trucks and motors to 92 (early 1894?).

1894 Nov 16 Destroyed in Woodland carhouse fire: 34.

1899 May ?? Sold to Interstate Traction Co.: 63-66.

1900 May ?? Sold to Interstate Traction Co.: 93-94.

1902 Jun ?? Sold to Interstate Traction Co.: 91-92.

1903 Apr 7 Sold to St.Cloud St. Ry.: 33,36,105,108,109.

1904 Sold for Scrap: 95. Trucks and motors to Tower Car 1/67.
1904 Nov ?? Sold to Grand Forks Transit Co.: 19,102.

1906 May 31 Sold to Interstate Traction Co.: 110,117,122. Letter dated 5-31-06; invoice dated 6-30-06. ~~but see 1910 Oct 5.~~
1906 Jun 30 Sold to Duluth Belt Line Ry.: 25,28.

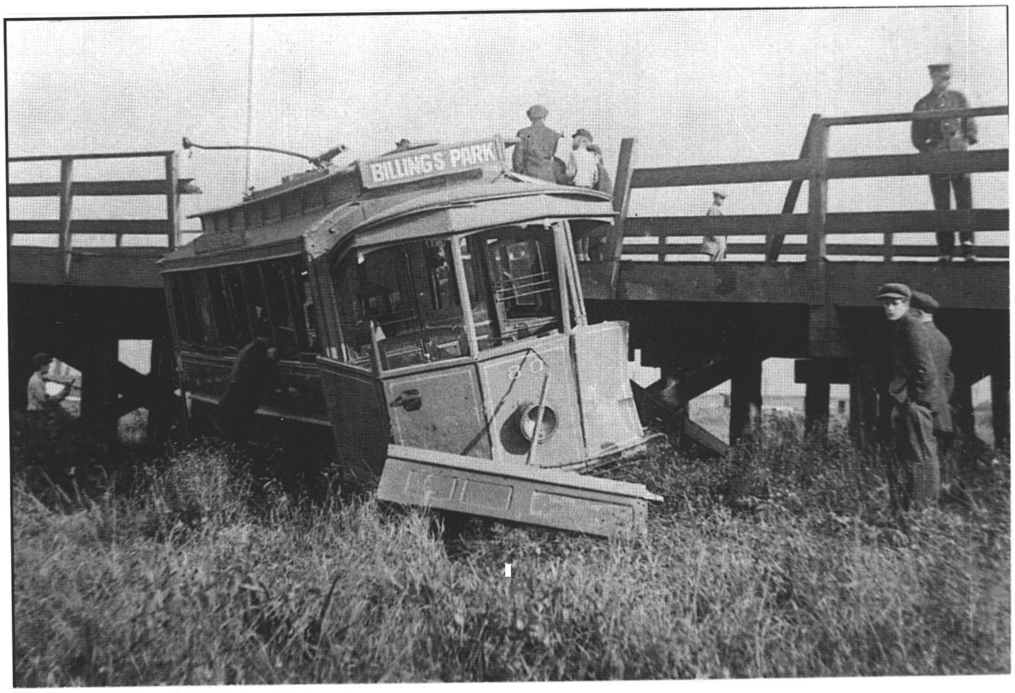
1907 Oct 2 Sold to T. M. Madden: 26,27.

1909 Dec ?? Wrecked on 3rd St.: 87. Listed as unserviceable 5-1-1910 so apparently not scrapped until after that date.

Between 3-3-1900 and and 5-1-1910:
Destroyed by fire: 31. Motors to 88.
Destroyed (scrapped?): 32,35,37,89-90.
Burned at Incline: 23. (1901 pavilion fire?)
Wrecked and destroyed: 111,128. (1911?)
Burned: 124.
Sold to Aberdeen Ry.: 46. (Early 1910.)
Sold to S. J. Jones: 20.
Sold to T. J. O'Bryan: 22.
Sold to J. A. Ferguson: 24.
Sold to W. E. McEwen: 29,38.
Sold to Normal School: 101.
Sold to Lakeside Club: 104,107.
Sold to T. Gibson: 106.
Sold to Otto Erickson: 118.
Given to D. C. Moore: 21.
Given to E. Halgren: 99.
Given to W. D. Dwyer: 100.
GIven to M. Hanson: 103.

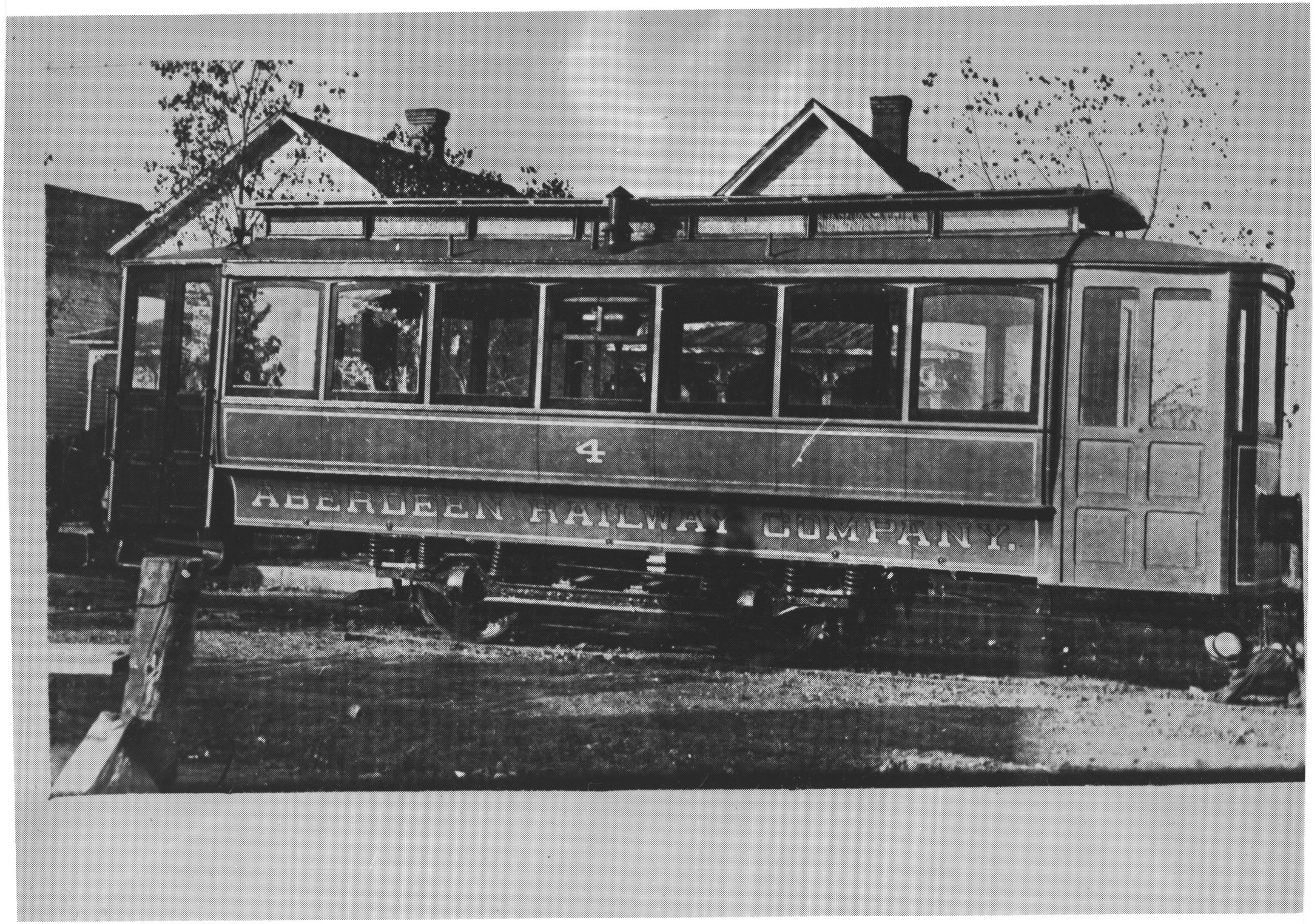
1910 Jun 11 Sold to Granite City Ry.: 69,71,76,77.
1910 Aug 19 Burned and destroyed: 114.
1910 Sep 1 Sold to Aberdeen Ry.: 115.
1910 Sep 16 Burned and destroyed: 74.
1910 Oct 1 Sold to Aberdeen Ry.: 113,119,120,125,126,129.
~~1910 Oct 5 Sold to Interstate Traction Co.: 122. (But see 1906 May 31.)~~
1910 Oct 5 Sold to Edw. Swenson: 121,123.

1911	Body Sold to A. G. Macaulay; motors to Work Flat 1/64: Incline Car 63.
1911 Jan 29	Burned at Highland: 43.
1911 May 25	Sold to Aberdeen Ry.: 116,127.
1911 Sep 11	Given to Mrs. Florence Lee: 78.
1912 before May 1	Sold to Duluth Machinery Co.: 44,45.
1912 May 11	Sold to Duluth Machinery Co.: 60.
1912 Jun 25	Sold to Duluth Machinery Co.: 132,133.
1912 Jul 18	Sold to Duluth Machinery Co.: 81,83,84.
1912 Jul 23	Sold to Duluth Machinery Co.: 48,54,55,56,72.
1912 Aug 29	Sold to Duluth Machinery Co.: 58,68,70,86,112,130,134,135.
1913 Jan 25	Sold to Olaf Peterson: 40.
1913 May 1	Wrecked and burned: 136.
1914 Jul 9	Wrecked on 21st St. viaduct: 80.
1915 May 7	Sold to Duluth Belt Line Ry.: 39,41.
1917 Apr ??	Scrapped: 85, trucks and motors to Work Flat 5/142.
1917 Jul ??	Scrapped: 49, trucks and motors to Work Flat 7/144; 50, trucks and motors to 42 whose trucks and motors went to Work Flat 8/145; 61, trucks and motors to Work Flat 6/143.
1918 May 15	Sold to Duluth Iron & Metal Co.: 42 "St.Louis" (with trucks and motors from 50).
1919 May 16	Rebuilt to P.A.Y.E. Double End: 57.
1919 Jun 22	Rebuilt to P.A.Y.E. Double End: 52.
1920 Sep 10	Rebuilt to Supply Car: 131.
1923 Aug ??	Scrapped: 47,51,79. (Trucks and floors used to build three Ash Car Trailers.)
1923 Nov 16	Sold to West End Scrap Iron & Metal Co.: 53,59,62,73,75.
1923 Nov 16	Body sold to A. Pacquin; trucks and motors sold to West End Scrap Iron & Metal Co.: 82.
1931	Scrapped: 52,57,131.



#80 21st St. Viaduct

AVERY®
PV119ED


4
ABERDEEN RAILWAY COMPANY.

Aberdeen Number

Aberdeen Railway Company
American Railroad Company
Roster of Equipment

Used Equipment Acquired

Single-Truck Closed Motor Car purchased from Duluth Street Railway, Duluth, Minnesota, its number.

Acquired early 1910:

8	#46	Northern Car Company	1891

Single-Truck Closed Motor Cars purchased from Superior Rapid Transit Railway Co., Superior, Wisconsin, its numbers.

Acquired 9-1-1910:

6	#115	Northern Car Company	1891

Acquired 10-1-1910:

5,4	#113,119	Northern Car Company	1891
7	#120	St. Louis Car Company	1892
1,2,3	#125,126,129	LaClede Car Company	1893

Acquired 5-25-1911:

9	#116	Northern Car Company	1891
10	#127	LaClede Car Company	1893

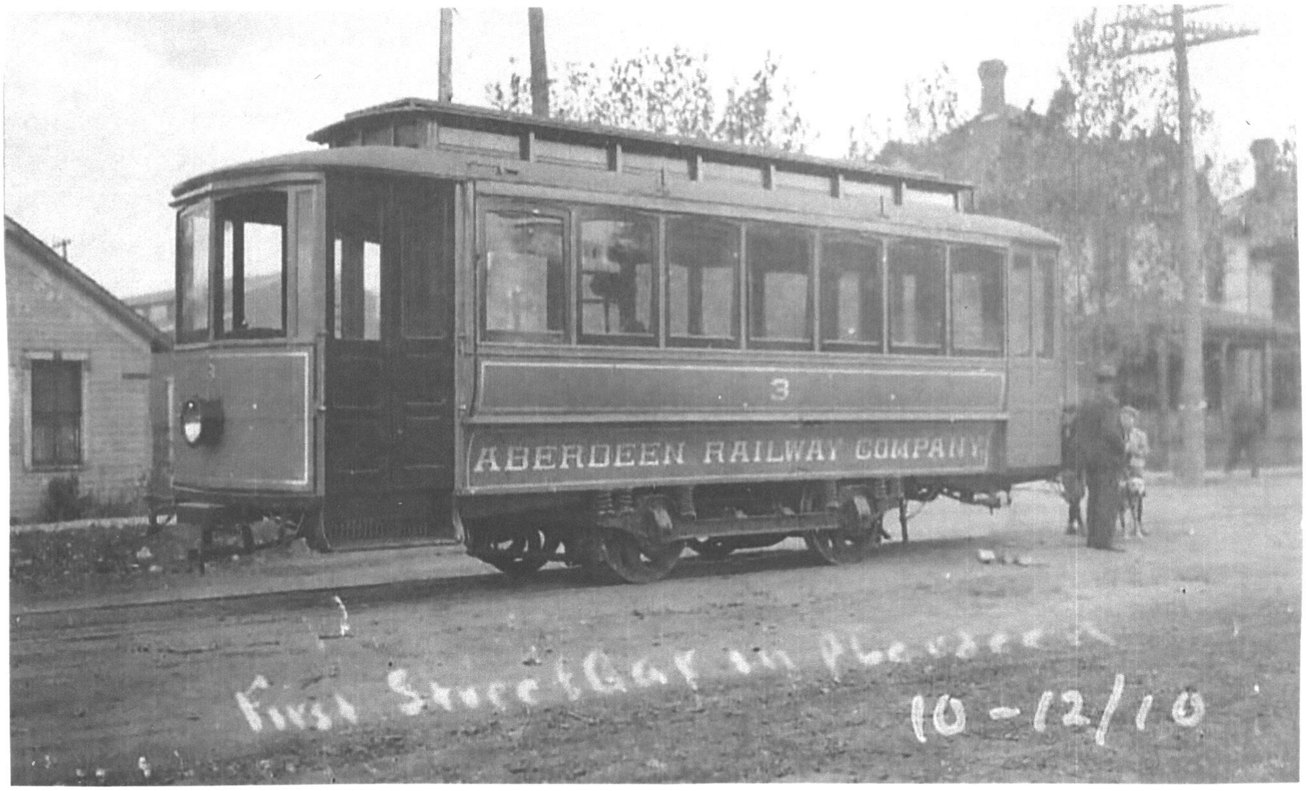
Snow Plow, double-truck, purchased from the Twin City Rapid Transit Co., Minneapolis-St.Paul, Minnesota, its number.

Acquired 12-1-1910:

#16	Twin City Rapid Transit Co.	1892

Single-truck Cars purchased from the St.Paul City Railway Co., St.Paul, Minnesota, its numbers, 5-1-1911:

#203,205	25 ft., 8-bench, Open Trailers	LaClede Car Co.	1888
#303,308	16 ft., Closed Trailers	LaClede Car Co.	1888
#1601,1631	28 ft., 8-bench, Open Motor Cars	LaClede Car Co.	1893



First Street Car in Aberdeen 10-12/10